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SACRAMENTO REGIONAL TRANSIT

STAFF REPORT

DATE:	June 10, 2024
TO:	Sacramento Regional Transit Board of Directors
FROM:	Laura Ham, VP, Planning, Grants and Procurement
SUBJ:	APPROVING (1) THE ADDENDUM TO THE SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND (2) REVISED MITIGATION MONITORING AND REPORTING PLAN

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving adoption of an Addendum to the Initial Study/Mitigated Negative Declaration (IS/MND) CEQA document for the Sacramento Valley Station Area Improvements Project to reflect the revised project description and changes to the CEQA regulations since the 2016 adoption of the IS/MND.

FISCAL IMPACT

None

DISCUSSION

The Sacramento Valley Station (SVS) is one of the busiest rail hubs in the nation and is the main mobility hub in the Sacramento region. As the region's main Amtrak station, several improvement projects have been planned for this location. A major improvement, being undertaken by the City of Sacramento is the construction of a regional bus mobility center. This regional bus mobility center will be located directly adjacent to the existing Amtrak rail platform. To make way for the regional bus mobility center, the existing SacRT light rail station located at SVS must be relocated from an east-west orientation to a north-south orientation.

The realigning of SacRT's light rail station at SVS received a $25M construction award through the Solutions for Congested Corridors grant program in 2023. This funding started the clock moving on getting the project environmentally cleared, designed, and constructed, so that further improvements at SVS can take place.

The original CEQA environmental document for the SVS Area Improvements Project was approved in 2016 as an IS/MND. With the incorporation of the approved Mitigation

Monitoring and Reporting Plan (MMRP), the environmental impacts of the project were determined to be less than significant.

The Project calls for double tracking along H Street, ending at SVS with a new light rail station, now turned at 90 degrees from its current orientation.

In 2016, the project included not just the station realignment, but also completion of a loop track connecting through the Railyards to the existing tracks on 7th Street, construction of a station at 7th Street and Railyards Boulevard, and an electric charging station on H Street.

The revised project excludes those elements, which have been deferred until additional project funding is available and adds storage tracks to the north of the station and removal of the existing SacRT light rail station and storage tracks, including rail, ties, special trackwork, and overhead contact system (OCS) infrastructure, along H Street between 5th Street and where the storage tracks currently terminate, and restoration of the pedestrian crossing used by passengers between the depot and the intercity rail platforms.

Taking into account the age of the IS/MND, the project changes, regulatory changes, and changes in the built environment since 2016, an update or CEQA addendum, was necessary to evaluate these changes to determine whether they would affect the conclusions in the previously-approved environmental document. The addendum to the IS/MND was developed in collaboration with the City of Sacramento, which has a bicycle project along H Street taking place within the defined area of potential effect of the SVS Project.

A key change to the CEQA process since the prior IS/MND was prepared is a requirement for additional engagement and consultation regarding tribal cultural resources (known as AB52 consultation based on the statute enacting these changes). The project area includes known areas of buried cultural resources and human remains, as it is located within Native American archaeological site P-34-002359. Cultural resource mitigation measures were included in the 2016 MMRP to address potential cultural resources that might be discovered or disturbed during construction; however, there was no prior AB52 consultation process. As part of the addendum process, SacRT consulted with three Native American tribes, which collectively agreed that the Shingle Springs Band of Miwok Indians (SSBMI) would lead tribal consultation for the project. After discussions, the prior mitigation measures in the MMRP related to cultural resources were substantially revised and two new tribal cultural resources mitigation measures were added: (a) coordinating with SSBMI to determine how to best honor the indigenous community that lived in the area prior to colonization, which could include installation of an information panel or plaque that describes the importance of the area and Sutter Lake/China Slough to Native American tribes, and incorporation of indigenous art and design elements and native plants into the design of the relocated light rail station; and (b) accommodating ceremonial practices at the project site, such as part of the ground-breaking ceremony for the project, to help preserve and restore the sacredness of the significant tribal cultural resources that will be impacted by construction.

In addition to the changes related to tribal cultural resources, two changes would be made to the noise mitigation measures to eliminate the obligation to mitigate noise at 7th Street and F Street, which are no longer part of the project area with the revised project description.

Ensuring bicycle and pedestrian access to the SVS was of paramount importance to the City of Sacramento during this effort. SacRT staff met with City representatives to discuss alignment of the SacRT tracks and how it would interact with upcoming bike/pedestrian improvement projects. It was agreed that SacRT would continue to collaborate with the City of Sacramento during the design phase.

The CEQA Addendum and revised MMRP are included as Exhibits to the Resolution.

RESOLUTION NO. 2024-06-066

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

June 10, 2024

APPROVING (1) THE ADDENDUM TO THE SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND (2) REVISED MITIGATION MONITORING AND REPORTING PLAN

WHEREAS, in 2016, by Resolution 16-06-0058, the Board adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for the Sacramento Valley Station Area Improvements Project and approved the Mitigation Monitoring and Reporting Plan; and

WHEREAS, the current project has been revised to defer construction of the loop track, the 7th and Railyards Station, and an electric charging station on H Street to a later project or projects and instead construct storage tracks north of the relocated station; and

WHEREAS, due to the age of the IS/MND, the project changes, regulatory changes, and changes in the built environment since 2016, an update or CEQA addendum was necessary to evaluate these changes to determine whether they would affect the conclusions in the previously-approved environmental document.

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

THAT, the Addendum to the Sacramento Valley Station Area Improvements Project Initial Study/Mitigated Negative Declaration has been prepared pursuant to California Environmental Quality Act (CEQA);

THAT, the Sacramento Valley Station Area Improvements Project ("Project"), as revised, does not have any significant impacts that cannot be mitigated and therefore qualifies for an Initial Study/Mitigated Negative Declaration consistent with state and SacRT guidelines implementing CEQA;

THAT, the Board certifies the Addendum has been completed and is in compliance with CEQA and is consistent with state and SacRT guidelines implementing CEQA and that the Addendum does not identify any changes that would require a subsequent or supplemental EIR;

THAT, due to project and regulatory changes, new mitigation measures have been identified that will reduce the project impacts to less than significant;

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 Project, as revised;

THAT, the Board has reviewed and considered the Addendum and the revised Mitigation Monitoring and Reporting Plan, which reflects the Board's independent judgment;

THAT, based on the evidence presented and the records and files presented, the Board determines that the Project, as revised and as mitigated with the revised Mitigation Monitoring and Reporting Plan, will not have a significant effect on the environment;

THAT, the Board approves and adopts the Addendum and revised Mitigation Monitoring and Reporting Plan for the Sacramento Valley Station Area Improvements Project as set out in Exhibits A and B;

THAT, the Board approves the Revised Project and directs staff to file a Notice of Determination with the California State Clearinghouse within five working days of this approval;

THAT, the Board designates the Director, Engineering and Construction, or their designee, located at 1102 Q Street, Suite 4100, Sacramento, CA 95811, as the custodian of the records in this matter.

_____
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

Exhibit A

Addendum to the

Sacramento Valley Station Area Improvements Project Initial Study/Mitigated Negative Declaration

State Clearinghouse No. 2016032084

Sacramento Regional Transit District
1102 Q Street, Suite 4100
Sacramento, CA 95816
Contact: Anthony Adams, Director, Planning and Grants

June 2024

Addendum to the

Sacramento Valley Station Area Improvements Project Initial Study/Mitigated Negative Declaration

State Clearinghouse No. 2016032084

Prepared for:

Sacramento Regional Transit District
1102 Q Street, Suite 4100
Sacramento, CA 95816
Contact: Anthony Adams, Director, Planning and Grants

Prepared by:

AECOM Technical Services, Inc.
2020 L Street
Sacramento, CA 95811

June 2024

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APPENDICES (under separate cover)

ACRONYMS AND ABBREVIATIONS

2016 IS/MND	Adopted 2016 Initial Study/Mitigated Negative Declaration for the Sacramento Valley Station Area Improvements Project
AB	Assembly Bill
AREMA	American Railway Engineering and Maintenance-of-Way Association
Basin Plan	Water Quality Control Plan
bgs	below ground surface
BMP	best management practice
C&D	construction and demolition
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CALGreen	California Green Building Standards
CalNAGPRA	California Native American Graves Protection and Repatriation Act
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CCSP	Central City Specific Plan
CEQA	California Environmental Quality Act
CFR	Code of Federal Register
City	City of Sacramento
CRHR	California Register of Historical Resources
dB	decibels
dBA	A-weighted decibel(s)
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
ERC	Environmental Resources and Constraints
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	geographic information system
GSP	Groundwater Sustainability Plan
HABS	Historic American Building Survey form
historic SVS	the original Southern Pacific Railroad Sacramento Depot/Sacramento Valley Station
I-5	Interstate 5
ID	Identification
IS	Initial Study
L_{eq}	equivalent sound level

LOS	level of service
LRT	light rail train
LTS	Less-than-Significant Impact
LTS-M	Less-than-Significant Impact with Mitigation
MLD	most likely descendent
MM	mitigation measure
MND	Mitigated Negative Declaration
MT CO_2e	metric tons carbon dioxide equivalent
MTP	Metropolitan Transportation Plan
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
N/A	Not applicable
NAHC	Native American Heritage Commission
NI	No Impact
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OCS	overhead contact system
OPR	Governor's Office of Planning and Research
PRC	Public Resources Code
revised project	Sacramento Valley Station Relocation Project
RPS	Renewables Portfolio Standards
RSHS	Raised Streets Hollow Sidewalks
SACOG	Sacramento Area Council of Governments
SacRT SVS	Sacramento Regional Transit District's proposed relocated Gold Line northern terminus station, to be sited in the Railyards area oriented north-south, compared to the west-east orientation along H Street
SacRT	Sacramento Regional Transit District
SB	Senate Bill
SCS	Sustainable Communities Strategy
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SRA	State Responsibility Area
SRHCR	Sacramento Register of Historic and Cultural Resources
SVS	Sacramento Valley Station
SWPPP	Storm Water Pollution Prevention Plan
UAIC	United Auburn Indian Community of the Auburn Rancheria
UDP	Unanticipated Discoveries Plan
UPRR	Union Pacific Railroad
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
VOC	volatile organic compound

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1. Introduction

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is certified and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways in which the project may impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether they would affect the conclusions in the previously approved environmental document. The purpose of this Addendum is to evaluate the changed conditions associated with the proposed Sacramento Valley Station (SVS) Relocation Project (revised project) in relation to the previously prepared and adopted 2016 Initial Study (IS)/Mitigated Negative Declaration (MND) (SacRT 2016) for the SVS Area Improvements Project. The Sacramento Regional Transit District (SacRT) is the lead agency for compliance with CEQA.

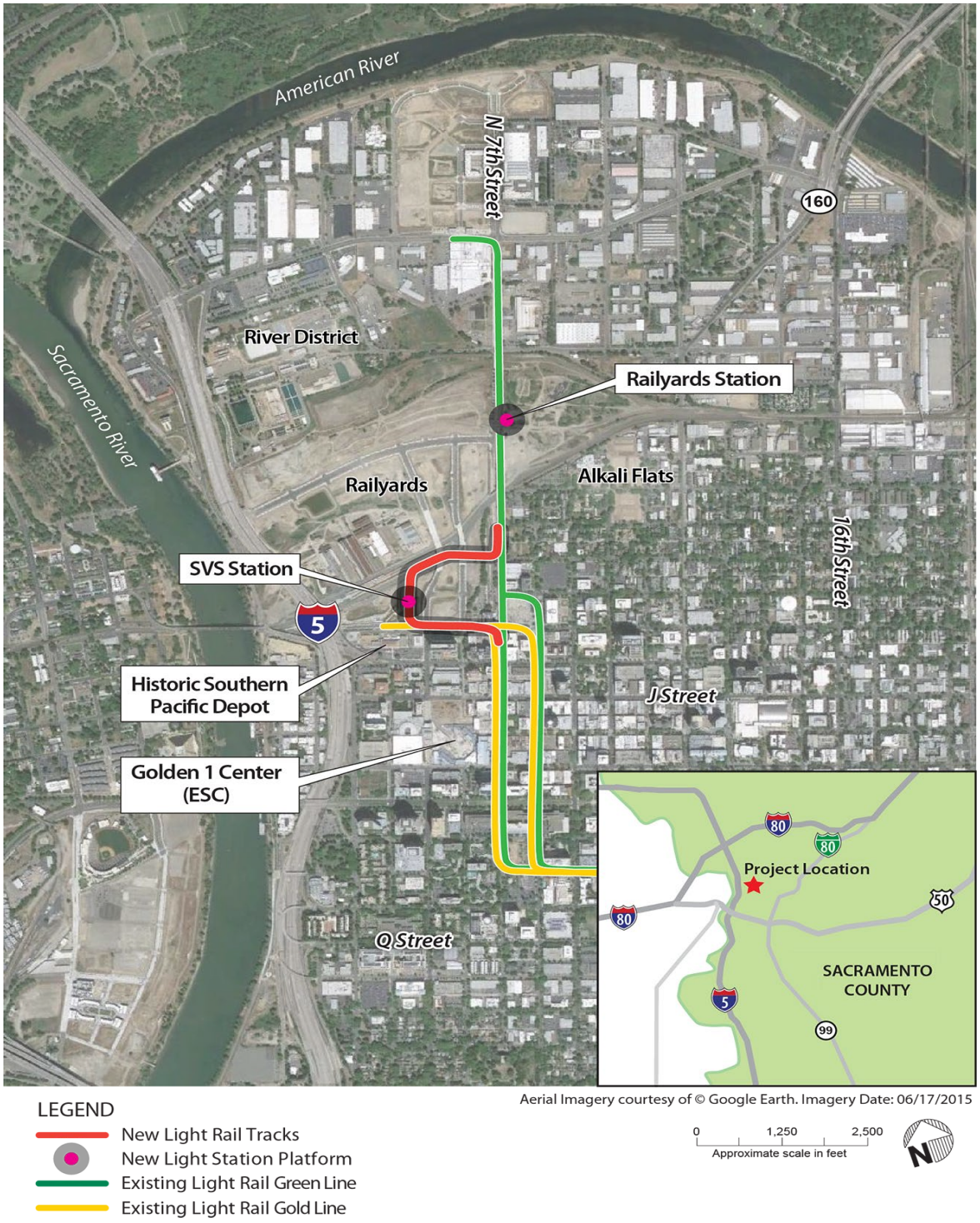
Background

In 2016, SacRT completed advanced planning, environmental, and engineering activities for the SVS Area Improvements Project, to be implemented behind (north of) the historic Southern Pacific Railroad Sacramento Depot at 401 I Street in Sacramento, California (refer to Figure 1 for the general project vicinity). The improvements that were approved by SacRT in coordination with the City of Sacramento (City) included the two light rail stations and the tracks indicated with the red line in Figure 1. More specifically, the project components included:

- a new second light rail track along H Street, starting at 7th and H Streets intersection
- relocating the existing Gold Line terminus station from its east/west orientation along H Street, within a transit easement granted to SacRT on a City parcel, to a north/south oriented through station within the Railyards area just north of H Street and west of 5th Street
- extending the light rail tracks past the relocated station eastward to 7th Street, thereby completing a loop so that light rail trains (LRT) could continue north or south along the Green and Gold Line routes, respectively
- a new station along 7th Street at Railyards Boulevard
- an electric charging station

The SVS project in 2016 also expected that the Downtown/Riverfront Streetcar Project, connecting West Sacramento and the SVS, downtown, and Midtown neighborhoods and districts in Sacramento, would be approaching the historic Southern Pacific Railroad Sacramento Depot from the west, via 3rd Street with new tracks and stopping at the SacRT SVS west of 5th Street.

Figure 1 SVS Area Improvements Project Vicinity



Source: AECOM 2023

SacRT is now proposing revisions to the approved project that involve minor adjustments to the trackwork, deferring the full loop and Railyards Station to a later phase, providing storage tracks where LRT can be stored temporarily when not needed for service, and eliminating the electric charging station. The revisions to the project are intended to further SacRT's original project objectives and to support the City of Sacramento's transportation and land use vision for the 31-acre SVS area that encompasses the SacRT revised project, and to be consistent with the City's 2021 SVS Area Plan (City of Sacramento 2021c), which will transform the area into a sustainable regional mobility hub integrated with high-density, mixed use projects.

Details and a comparison of the 2016 project and proposed revised project are presented in Section 2 of this Addendum.

Prior CEQA Review

The proposed loop track originally was an element of SacRT's 2003 adopted Locally Preferred Alternative for the planned extension of the project that was evaluated in its 2008 Program Environmental Impact Report (EIR) for light rail service to the Sacramento International Airport, and then also was included subsequently when SacRT prepared a 2008 Program EIR for the same airport extension. Furthermore, the loop track was an element of the 2009 Environmental Assessment that was prepared by the City, the California Department of Transportation (Caltrans), and the Federal Highway Administration for a multi-phased improvement program for the SVS area, including rehabilitation of the historic Southern Pacific Railroad Sacramento Depot, relocation of the mainline Union Pacific Railroad (UPRR) heavy rail and Amtrak passenger platform approximately 750 feet to the north, and other areawide upgrades to circulation. In 2014, SacRT initiated more detailed designs for the loop track and a relocated light rail station. SacRT released an IS/Proposed MND, analyzing the potential environmental impacts of the designs pursuant to CEQA, for public review and comment on March 29, 2016. The SacRT Board of Directors held a public hearing to receive comments on the environmental document. Comments were received from the Judicial Council of California, Sacramento Superior Court, Sacramento County Sheriff's Office, Sacramento Municipal Utility District (SMUD), Sacramento Metropolitan Air Quality Management District (SMAQMD), Central Valley Regional Water Quality Control Board, and United Auburn Indian Community. The public review period closed on April 28, 2016, after which SacRT prepared a summary of the written comments and responses to those comments. After consideration and review of the responses and the associated revisions based on the comments, the SacRT Board of Directors adopted the IS/MND on June 13, 2016, and filed a Notice of Determination on June 20, 2016 with the Governor's Office of Planning and Research (OPR), signaling the Board's approval of the project.

CEQA Guidelines Regarding Changes to a Project

Section 15162 of the CEQA Guidelines specifies the type of documentation required when changes are proposed to a project, stating:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on

the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other

responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

Section 15164 of the CEQA Guidelines addresses preparation of an addendum for situations when a subsequent or supplemental EIR is not required, as follows:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Based on the refinements to the approved project and potential new environmental effects of the revised project and the changed conditions since adoption of the 2016 IS/MND, SacRT has determined that the revised project:

- would not result in any new significant environmental effects,
- would not substantially increase the severity of previously identified effects,
- would not result in mitigation measures or alternatives previously found to be infeasible becoming feasible, and
- would not result in availability/implementation of mitigation measures or alternatives that would be considerably different from those analyzed in the previous document, which would substantially reduce one or more significant effects of the project on the environment.

This Addendum to the 2016 IS/MND for the SVS Relocation Project provides the substantial evidence for the above determinations and documents the environmental consequences of the revised project.

2. Revised Project

This section of the Addendum describes refinements made to the project approved by SacRT in 2016. To assist with this comparison of the prior project and the revised project, the 2016 project is described first.

Project Approved in 2016

SacRT undertook advanced planning, environmental, and engineering activities for the SVS area, located in Sacramento, California behind (north of) the historic Southern Pacific Railroad Sacramento Depot at 401 I Street in 2014 and 2015. SacRT's light rail station, across the street from the historic depot, is the northern terminus of the Gold Line that connects the SVS area, downtown Sacramento, and Folsom. SacRT also operates the Green Line light rail service nearby on 7th Street; however, the Green Line does not directly serve the SVS. A key objective of the project is to extend Green Line service to the SVS, which would be accomplished by installation of a new "loop" track and relocation of its station in the SVS area. This objective is consistent with SacRT's long-term plans for light rail service in the SVS area and an extension of the Green Line to the Sacramento International Airport.

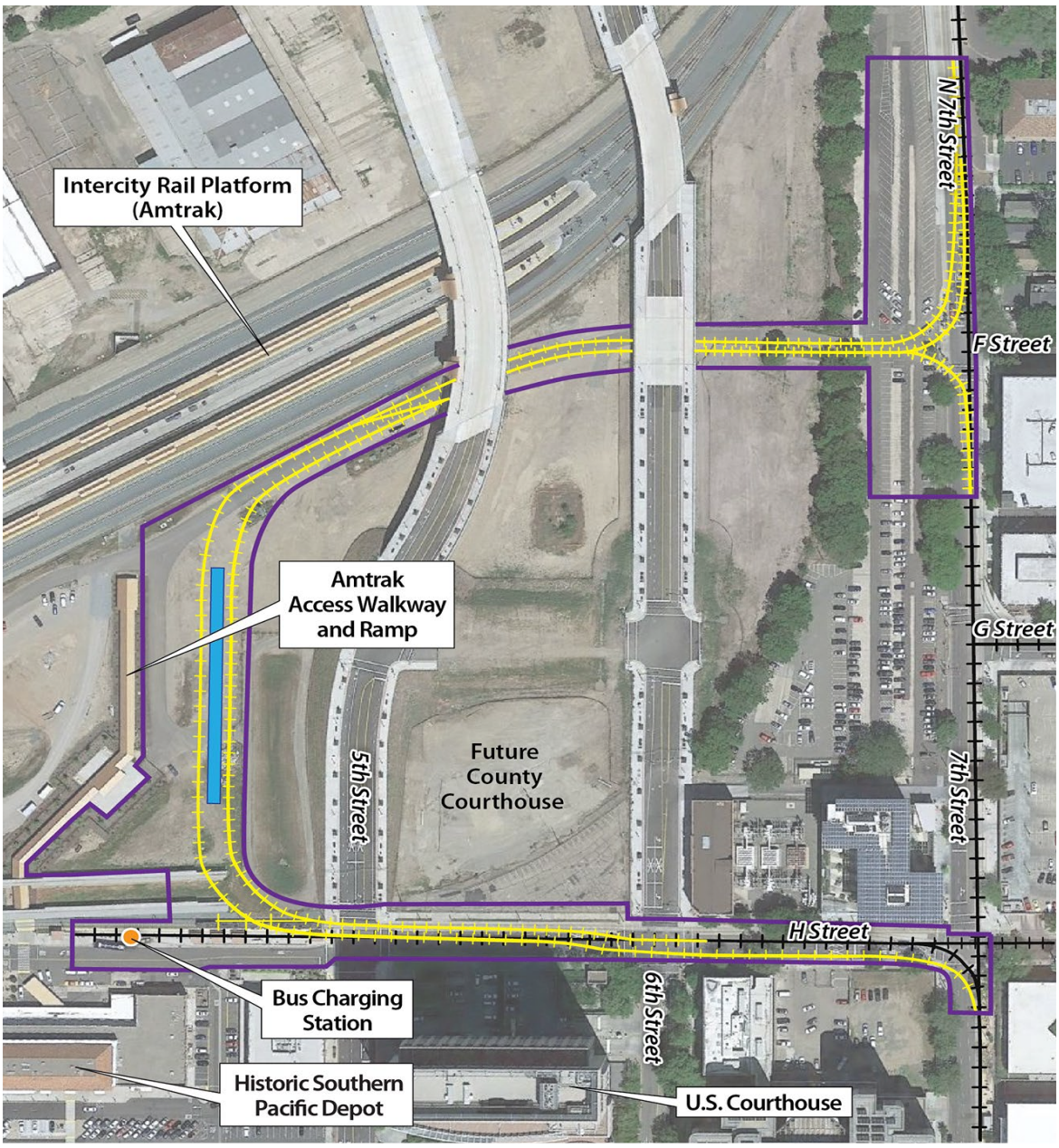
The loop track, relocated station, and other components of the project that SacRT approved in 2016 in coordination with the City are illustrated in Figure 2. The project would serve the following local and regional objectives:

- Improve transit connections for SacRT bus and light rail transit services such as the Gold Line, Green Line, and SacRT buses;
- Improve transit connections between SacRT facilities and other rail and bus facilities;
- Facilitate the inclusion of the proposed Downtown-Riverfront Streetcar Project (Streetcar Project), proposed to serve the West Sacramento downtown and riverfront areas, the Sacramento downtown, Midtown, and SVS area, into existing and future transit connections; and
- Support efforts by the City to create a mixed-use intermodal area with improved pedestrian and transit service.

Two options for the station layout were evaluated and both were considered feasible, including a side-boarding platform with light rail tracks between the platforms and a center-boarding platform with the light rail tracks on both sides of the platform. Figure 2 only shows a center-boarding platform. Selection of a preferred configuration was to be made in consultation with the City that was preparing plans to enhance the design and function of this area; to promote access to the light rail and nearby passenger rail service offered by Amtrak, the Capitol Corridor Joint Powers Authority, and the San Joaquin Joint Powers Authority; create convenient and safe pathways for pedestrians and bicyclists; and to identify sites for transit-supportive land uses.

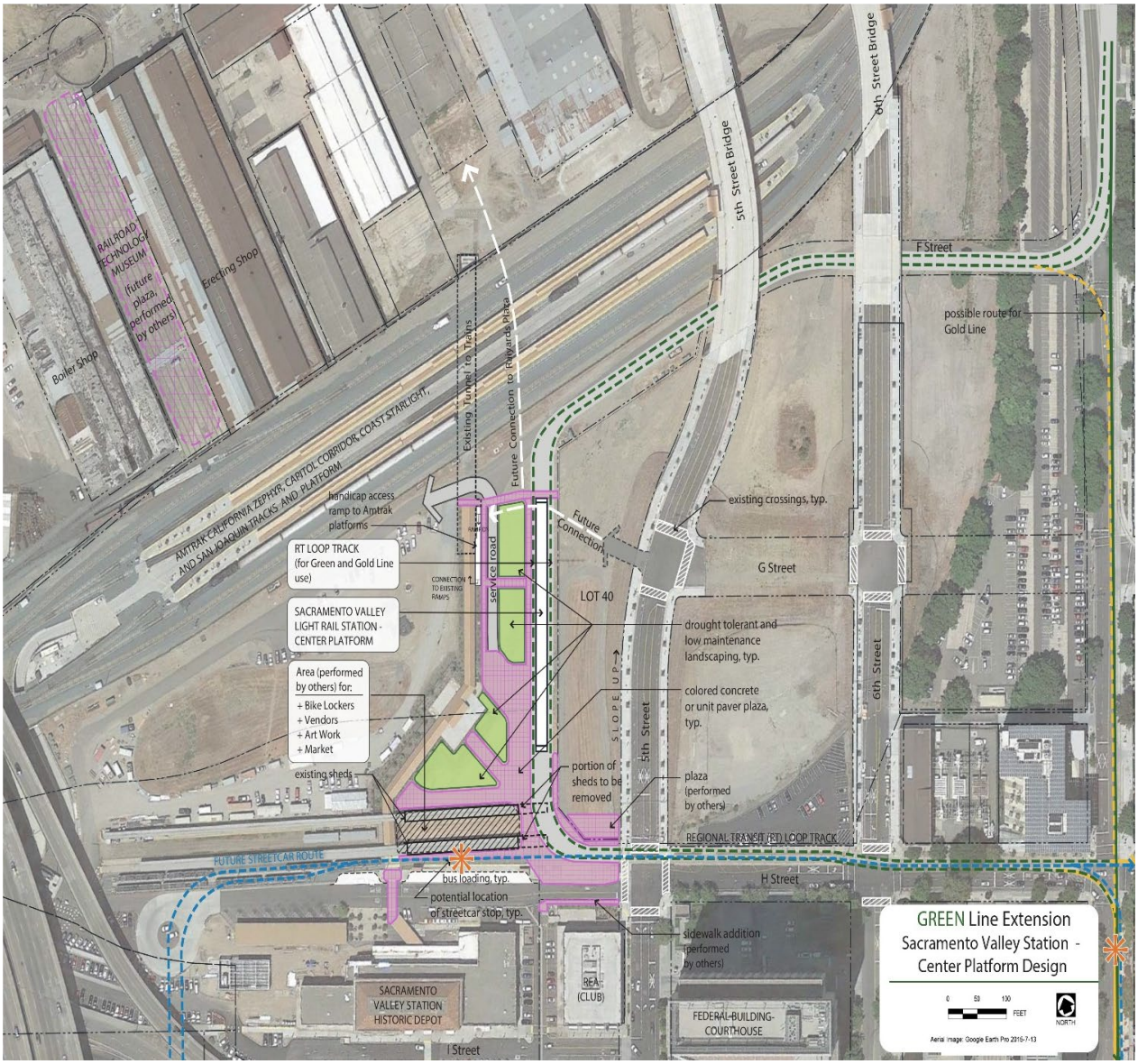
As part of the SacRT project, a concept plan for pedestrian circulation was also prepared at the request of the City and is illustrated in Figure 3.

Figure 2 2016 Approved SVS Area Improvements Project – Loop Track with Center-Boarding Platform Option



Source: Adapted from 2016 IS/MND by AECOM in 2023

Figure 3 2016 Approved SVS Area Improvements Project – Pedestrian Circulation Concept Plan



Source: AECOM 2016

Proposed Revisions to the Approved Project

Figure 4 provides an overview of the revised project, with specific revisions to the 2016 approved project described in the following paragraphs and figures (see Appendix A for revised project plans). The revised project includes the following primary elements; the third and fourth elements were not included as part of the 2016 project:

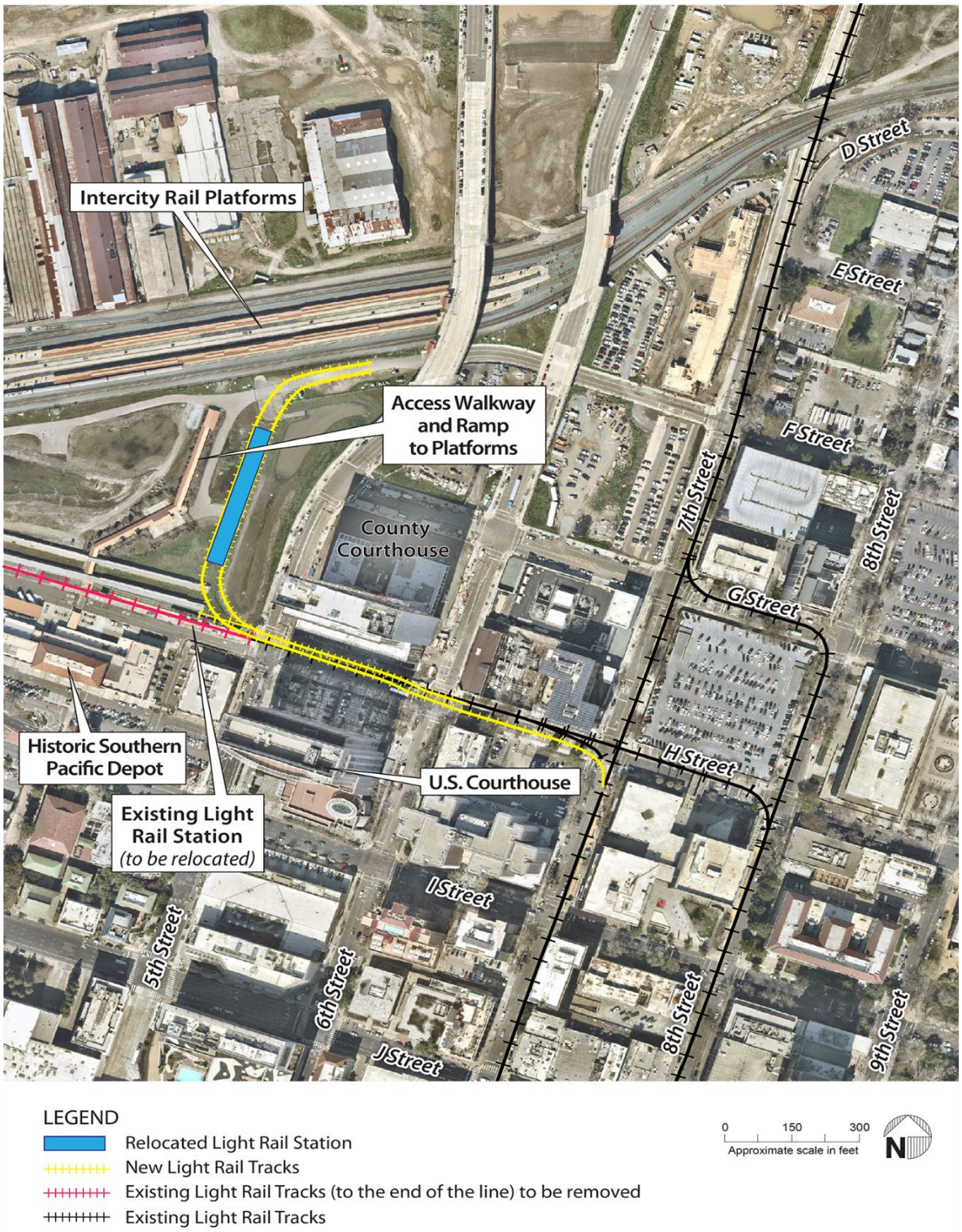
- Two tracks along H Street (one of which already exists and serves the existing light rail station) that would curve north into the Sacramento Railyards area in the vicinity of the historic Sacramento Valley Station that was the original depot opened by Southern Pacific in 1926 for passenger rail service;
- Relocation of the SacRT light rail station along H Street (also named the Sacramento Valley Station [SVS]) that serves as the northern terminus of Sacramento Regional Transit District's Gold Line, to a new north/south-oriented site in the Railyards area;
- Storage tracks for LRT that are not needed for revenue service during the day; and
- Removal of the existing SacRT light rail station and storage tracks, including rail, ties, special trackwork, and overhead contact system (OCS) infrastructure, and station amenities along H Street between 5th Street and where the storage tracks terminate, and restoration of the pedestrian crossing used by passengers between the depot and the intercity rail platforms.

Approved project components not included in the revised project would be the full loop track, the second light rail station at 7th Street and Railyards Boulevard, and a bus electric charging station on H Street. The anticipated area of disturbance that illustrates the revised project construction footprint, including possible construction staging areas is presented in Figure 5.

Trackwork

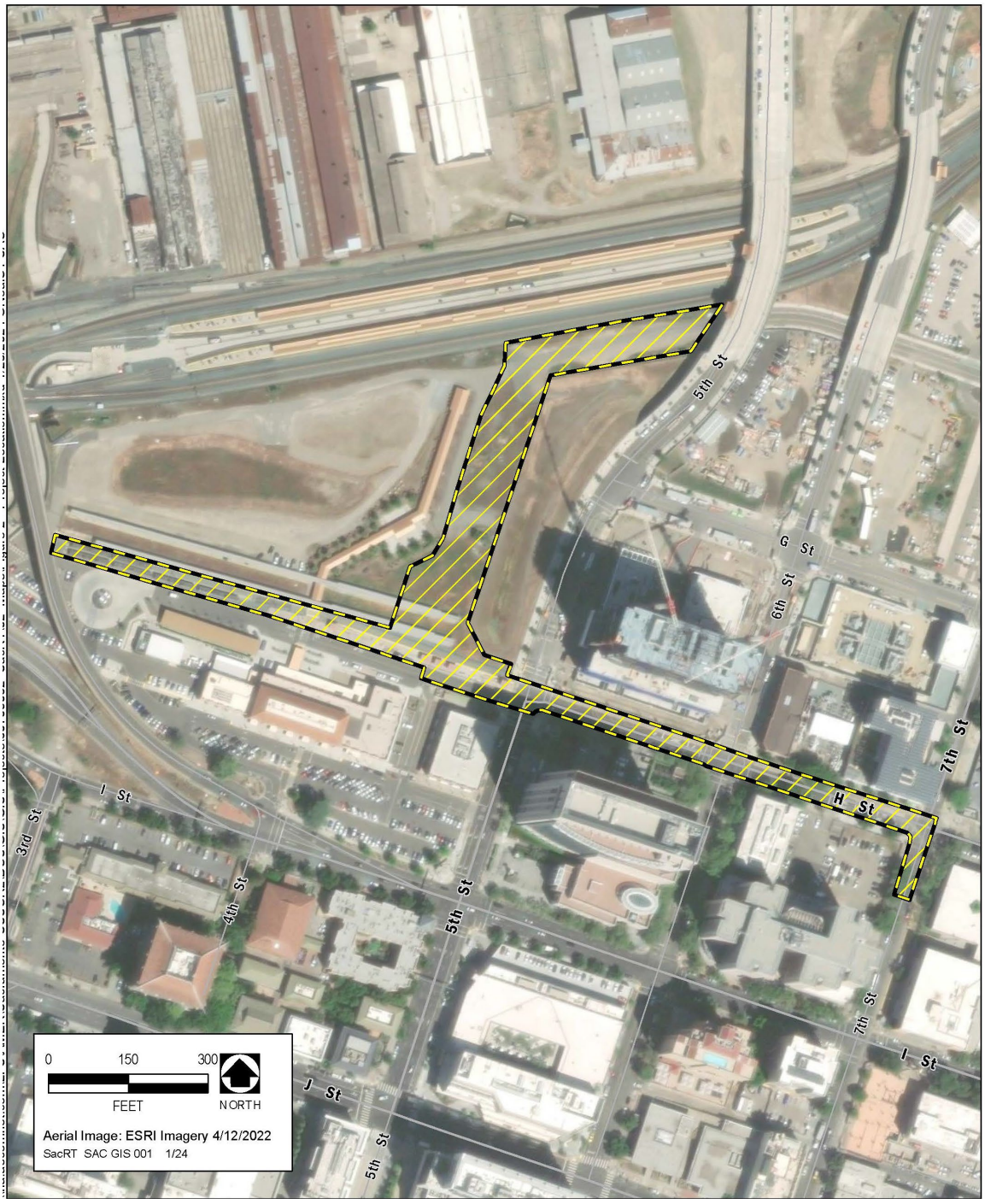
The proposed trackwork at its northern end that would stop approximately 150 feet west of the 5th Street Overpass would be used for storage during those periods when the light rail vehicles are not needed (see Figure 6a). This track segment for non-revenue service trains would extend past an existing City fence and access gate, approximately where the tracks curve to the northeast. The fence and gate would be relocated further east, approximately at the 5th Street Overpass, to secure City property and SacRT light rail vehicles. On the right side of Figure 6a, the double tracks can be seen curving from the relocated station onto H Street. The existing tracks that continue westward along H Street (approximately 520 feet) that serve the existing station and function as storage tracks would be removed. Figure 6b shows the double tracks entering H Street from the Railyards. The northern track (closest to the County Courthouse on the north side of H Street) between 5th and 6th Streets closely follows the project alignment approved in 2016. The existing track between 5th and 6th Streets would be removed. A new track (westbound) would be constructed 8 feet to the north. The new southerly (eastbound) track segment between these streets would be approximately 6 feet further south of the approved alignment, to accommodate the crossover tracks that are proposed between 5th and 6th Streets. This crossover would allow westbound LRT access to either of the tracks along the SVS platform. Trains departing from the easterly track at the relocated station toward downtown would use the crossover to access the eastbound track on H Street. Between 5th and 6th Streets, the centerlines of the two tracks would be approximately 14 feet apart.

Figure 4 Revised Project



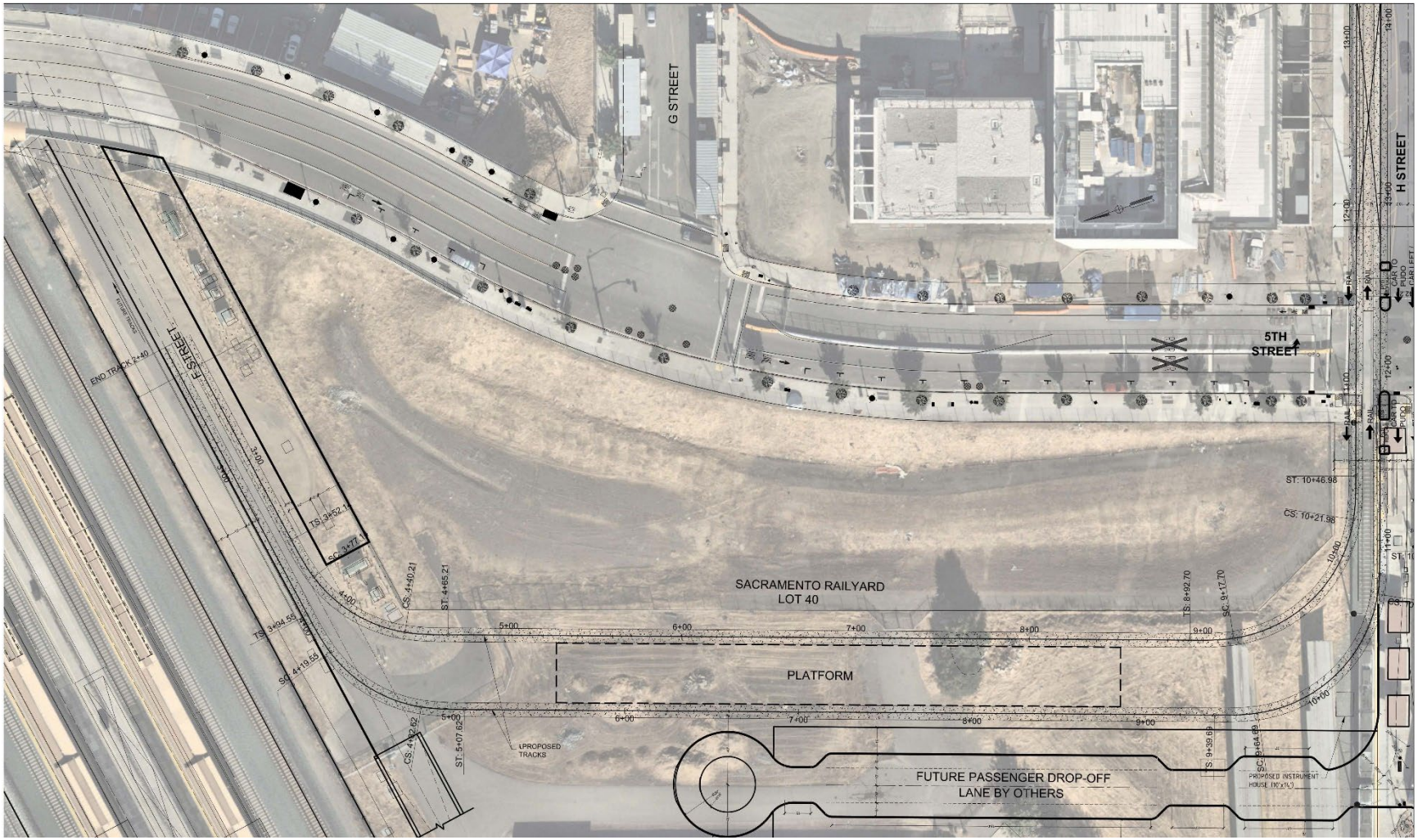
Source: Compiled by AECOM in 2023

Figure 5 Approximate Disturbance Area for Construction



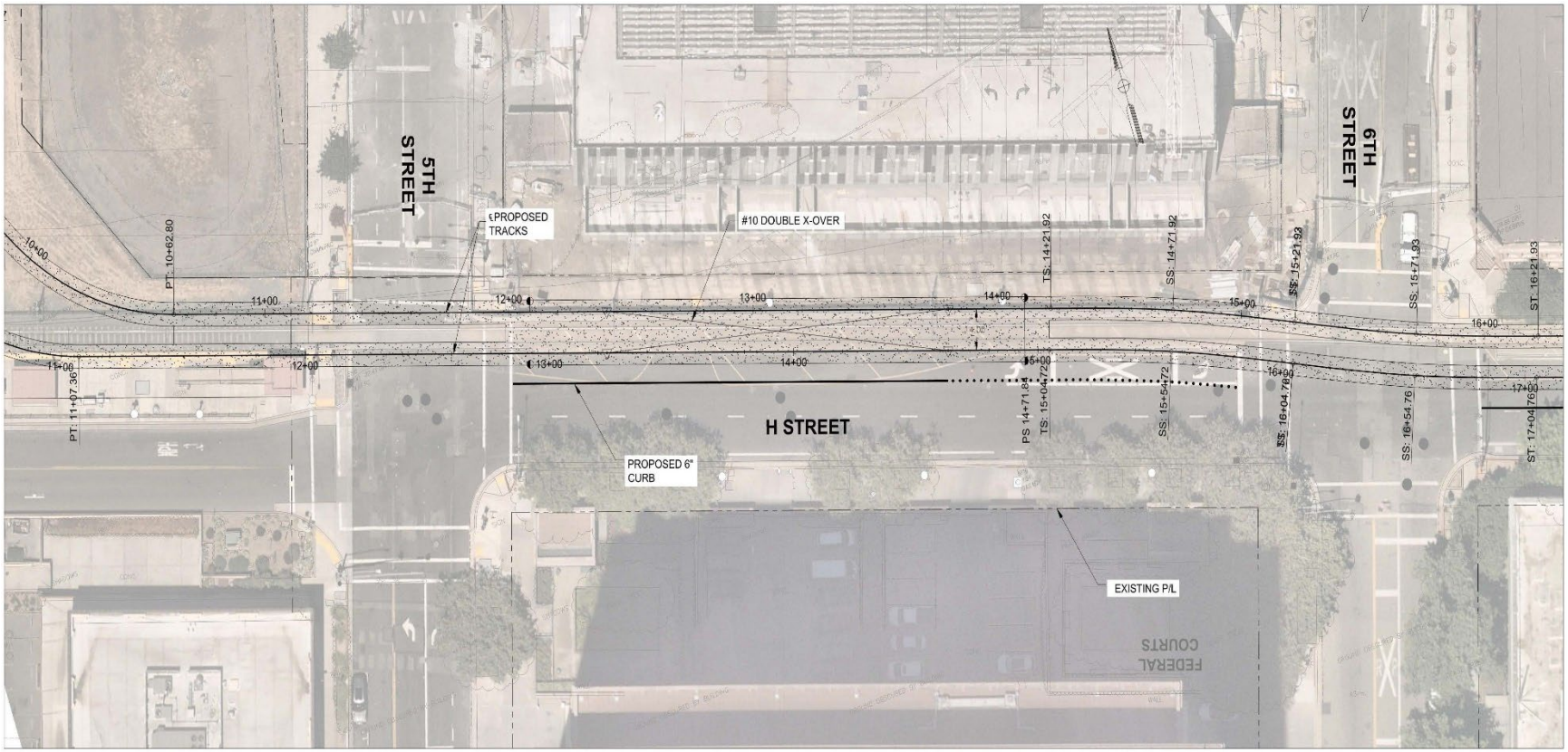
Source: AECOM 2023

Figure 6a Plan View of SVS Light Rail Tracks, Storage Tracks, and Relocated Station (north is to the left of the page)



Source: AECOM 2023

Figure 6b Plan View of SVS Light Rail Tracks along H Street between 5th and 6th Streets (north is to the top of the page)



Source: AECOM 2023

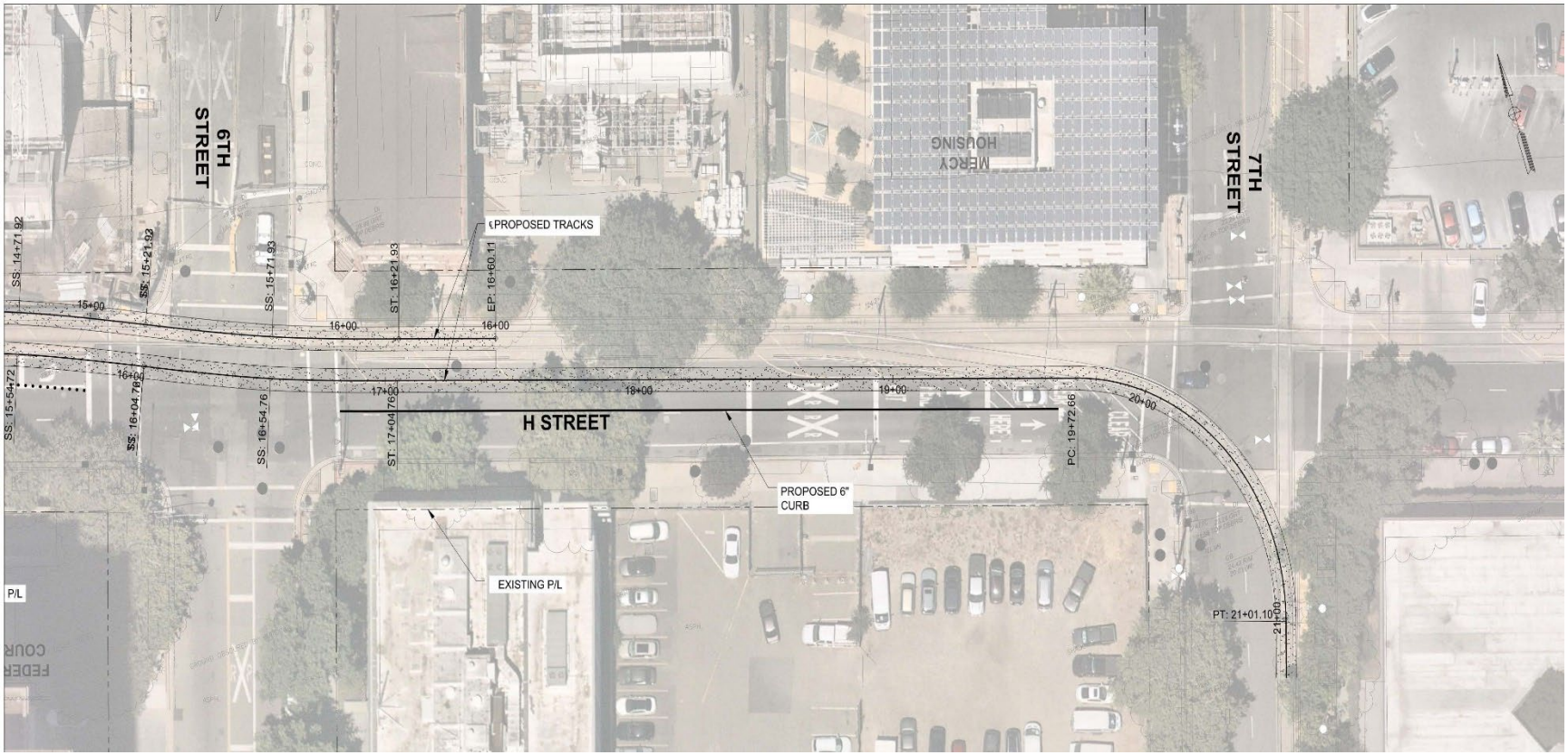
Continuing eastward, Figure 6c shows the track alignments shifting southward so that the northerly track would align with the existing light rail track on H Street. The southerly track would parallel the existing track and curve from H Street onto 7th Street. Between 6th and 7th Streets, the centerlines of the two tracks would be approximately 12 feet apart. The track turnout on H Street would be replaced by a new tangent (straight) track, to complete the connection to the existing track east of 7th Street. The entire alignment is approximately 3,230 linear feet. Track construction would be embedded concrete slab track, and its design would conform with SacRT's light rail design criteria, which include technical standards for horizontal and vertical alignments along straight sections and curves, subgrade and track structure requirements, provisions for safe operating speeds, and traction electrification standards.

Typical cross sections along H Street are shown in Figure 7. The northern portion of H Street (the left side of the cross sections) shows the trackway proposed by SacRT; the southern portion of H Street would be modified as part of a City-sponsored transportation study, addressing vehicular circulation, including the addition of a two-way cycle track.

Along 7th and H Streets, the new tracks would continue to be embedded concrete slab in the street. North of H Street, within the Railyards area, the site for the tracks and relocated station generally is undeveloped but is planned to be integrated with the City's SVS Area Plan, which would transform this area for new development and intermodal transit facilities. Based on these plans, SacRT would extend the new tracks into this area following the same trackway design as on H Street, where the tracks would be embedded into a concrete slab (refer to Figure 8). The paved area would extend approximately 10 feet from the track centerlines and provide space for train operators to access the vehicles safely.

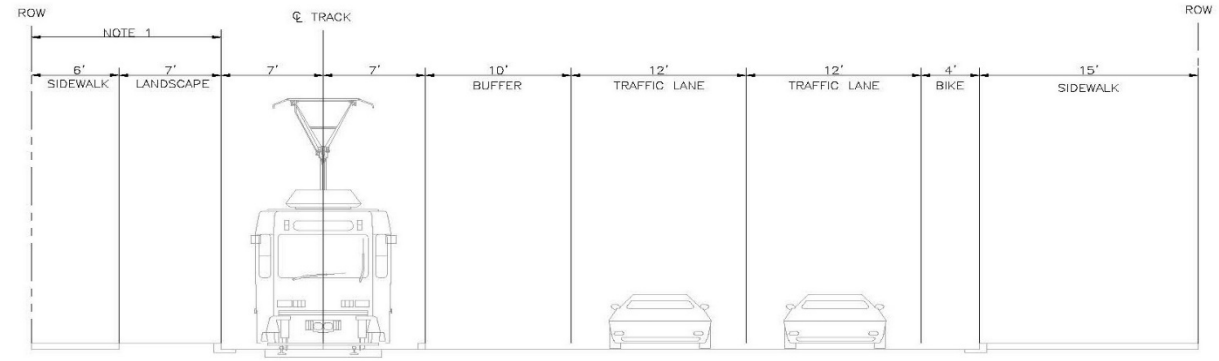
The revised project would include signal modifications and traffic controls at street crossings, and safety features for bicycles and pedestrians—all project elements of the 2016 IS/MND. The street crossing upgrades would include coordinating automobile and SacRT light rail signal interface and timing along H Street at 5th, 6th, and 7th Streets.

Figure 6c Plan View of SVS Light Rail Tracks along H Street between 6th and 7th Streets (north is to the top of the page)



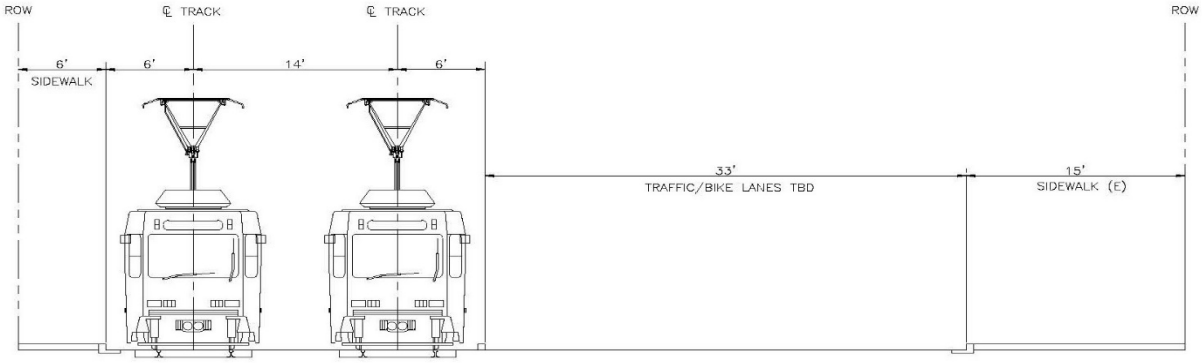
Source: AECOM 2023

Figure 7a Typical H Street Cross Sections with Light Rail Tracks (facing east)



H STREET - 5TH TO 6TH
EXISTING

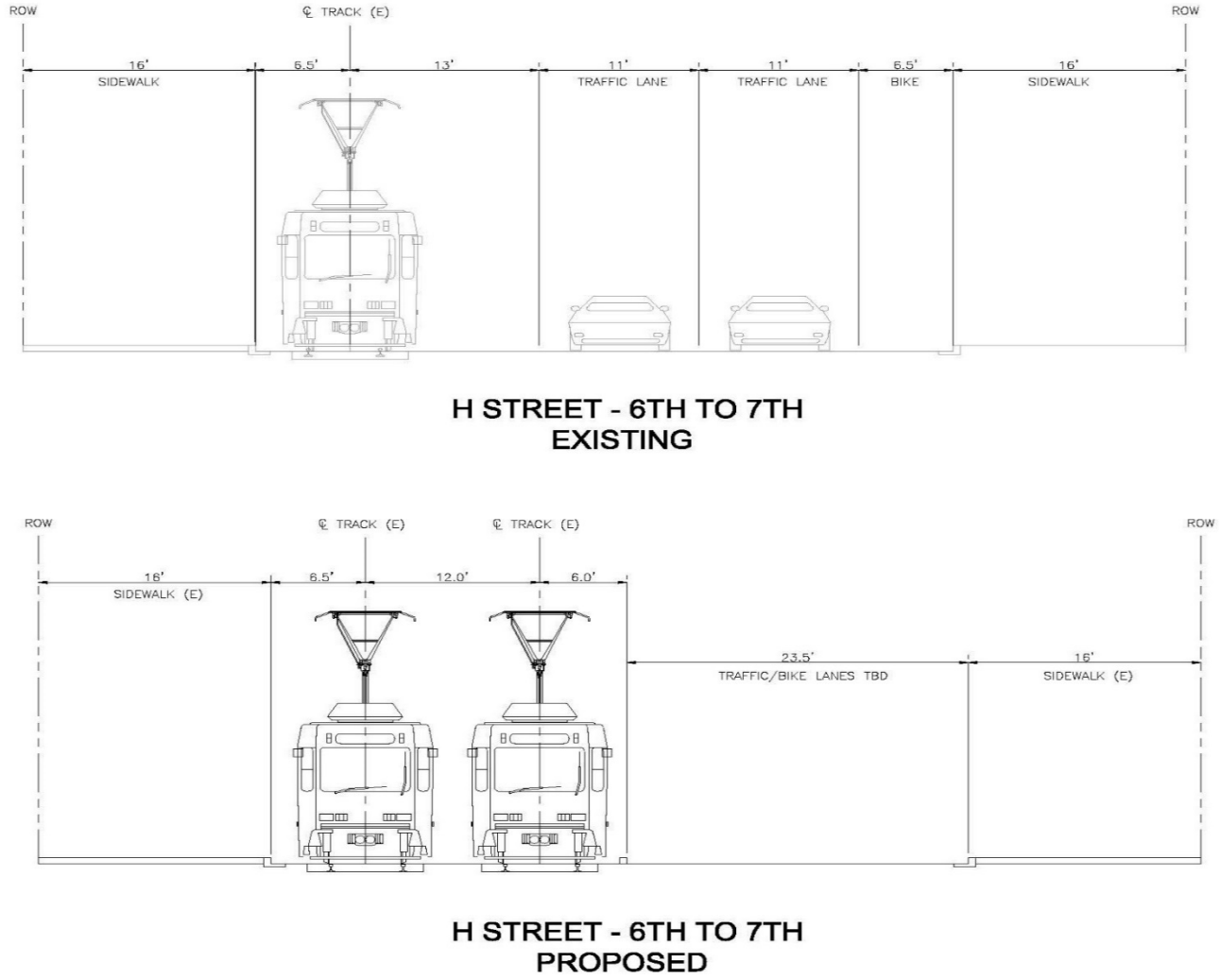
Note 1: New Courthouse Construction



H STREET - 5TH TO 6TH
PROPOSED

Source: AECOM 2023

Figure 7b Typical H Street Cross Sections with Light Rail Tracks (facing east)



Source: AECOM 2023

Figure 8 Photographs along H Street of Typical Light Rail Embedded Track on Concrete

Source: Photos taken by AECOM

Relocated Sacramento Valley Station Light Rail Station

In the section of the proposed alignment where the two tracks would be in a north/south orientation, SacRT would construct the relocated light rail station, which would replace the existing light rail station along H Street. The new north/south light rail station would be part of a larger intermodal transportation facility, proposed by the City to enhance connections among Amtrak, the Capitol Corridor, and San Joaquin Regional Rail intercity rail services; SacRT light rail service and buses; City and regional bus routes; and a proposed streetcar service between Sacramento and West Sacramento. To be consistent with the City's SVS Area Master Plan, the center-boarding platform option would be included as part of the revised project, as shown in Figure 6a, and the side-boarding platform that was included as part of the 2016 project as an option would be withdrawn. The platform would be approximately 325 feet long and 34 feet wide. The platform also would be shifted from its previously approved location slightly south, to accommodate the storage tracks north of the relocated station. The station platform would be approximately 8" above the top of the rail, and the platform to the top of the overhead canopy would be approximately 13'-3-1/2". Figure 6a also shows a drop-off/pick-up access road from H Street immediately west of the relocated station that would also provide emergency/fire vehicle access. This road is not a part of SacRT's revised project, but would be implemented as part the City's SVS Area Plan. Lot 40 immediately east of the station is planned for mixed uses in the City's SVS Area Plan, which also proposes vertical access from G Street and the mixed use development to the SVS platform below.

The SacRT SVS would comply with the Americans with Disabilities Act and SacRT station design criteria and safety standards. According to the design criteria, typical stations include the following:

- Passenger comfort features, such as canopies and seating
- Light fixtures and standards
- Security features, such as surveillance cameras
- Kiosks with route maps and schedule information
- Directional signs

- Fare vending machines
- Trash receptacles
- Temporary mini high platforms for ADA boarding

The station platform height is designed to accommodate SacRT's future low-floor, light rail vehicles. Because the revised project is expected to be operational before SacRT completes acquisition of its new low-floor vehicle fleet, the station would also include temporary mini-high platforms at either end of the station to provide a level boarding surface for passengers with mobility restrictions.

Overhead Contact System

The transmission of electrical power to propel the light rail vehicles would be implemented using an overhead contact system (OCS), common throughout downtown Sacramento, including H Street (refer to Figure 9). The OCS used by SacRT in the downtown environment is single electrical contact wire.

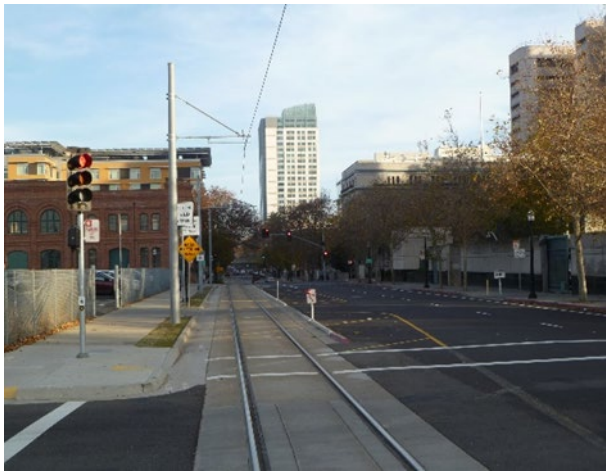
The OCS poles would be spaced 75 to 100 feet apart, be approximately 30 feet tall, and have an overhead support structure approximately 14 feet wide, depending on the track spacing. The foundations for new OCS poles would be a maximum of 30 feet deep. The precise siting and depths would be determined during later design phases, depending on the track alignment (i.e., straight or curved), pole loading, pole size, and geotechnical conditions.

The revised project would not require new traction power substations and would continue to receive electrical power from the existing SacRT traction power substation on 6th Street behind the historic SMUD substation.

Storage Tracks

The storage tracks would extend approximately 350 feet beyond the SVS platform and would terminate approximately 150 feet west of the 5th Street overpass (refer to Figure 6a). The centerlines of the two tracks would be approximately 12 feet apart. The tracks would be used for temporary storage of light rail vehicles, when not needed for service (e.g., when the number of trains are reduced during the off-peak commuting hours). Train operators would be able to walk along the paved areas next to the storage tracks to access the vehicles safely, as needed to start or end revenue service. The alignment of these tracks would be consistent with the City's SVS Area Plan and Railyards Improvement Plans, including the F Street extension, with which the storage tracks would align.

Figure 9 Photographs of Overhead Contact System



Source: Photo taken by AECOM

Operations

After project completion, no changes to Gold Line revenue service are expected other than the change in the location of the terminus station. SacRT would maintain the existing service frequency and operating hours, as follows:

- Weekday trains leave SVS every 30 minutes between 4:49 a.m. and 9:49 a.m., increasing to 15-minute headways between 9:49 a.m. and 4:49 p.m., and then reverting to 30-minute headways from 4:49 p.m. to end of service at 8:49 p.m.
- On Saturdays, trains depart the SVS every 30 minutes between 4:49 a.m. and 8:49 a.m., at which time service increases to 15-minute headways until 7:19 p.m., and then switches back to 30-minute headways until end of service at 8:49 p.m.
- Sundays and holiday service are similar to Saturday service, except the morning 30-minute headways continue 1 hour more to 9:49 a.m., with the higher frequency 15-minute schedule continuing to 4:49 p.m., and then service reverting to 30-minute headways until end of service at 8:49 p.m.

On weekdays, SacRT would operate two-car trains from 10 a.m. until 2 p.m. During the other hours, a three-car train would be used.

Six trains would unload one car each on the new storage tracks between 9 a.m. and 10 a.m., and six trains would pick up one car each from the new storage tracks between 2 p.m. and 3 p.m. Trains on the new storage tracks would operate at a maximum of 10 miles per hour.

A new instrument house would be installed south of the new platform, adjacent to the westerly curved track as illustrated in Figure 6a, above. The instrument house would occupy an area approximately 10 feet by 14 feet and be approximately 10 feet tall. control train movements into and out of the SVS and the powered turnouts within the double crossover on H Street.

Station communications would include public address announcements for expected train arrival and departure times, as well as for patron safety information.

Light rail vehicle bells would be activated in accordance with standard SacRT operating procedures. LRT would activate the bells twice for each movement, which would include starting from station or traffic light and starting any movements on the storage tracks. They also would be activated when the LRT are arriving at stations.

Maintenance

Maintenance of the new facilities would be consistent with general SacRT maintenance practices. The new light rail station would be maintained by regularly scheduled cleaning crews, for services such as trash removal, with periodic steam cleaning, and similar intensive maintenance. Most station maintenance activities would occur at night or during off-peak hours. The new light rail tracks would require little maintenance but occasionally would be repaired by maintenance-of-way equipment, such as rail grinders that would remove irregularities from worn rail tracks.

Project Construction and Phasing

Project construction would involve standard methods and materials. After completion of final design, acquisition of city easement, temporary construction easements, and required real estate, and selection of a construction contractor, the construction contractor would determine the construction sequence. The following sequence provides an overview to the various construction activities and how they could occur; however, the construction phasing may vary. For example, in Phase 1, the removal of the existing storage tracks and station could occur later.

1. Demolition of existing structures, including portions of the existing H Street curb, gutter, and sidewalk improvements, and portions of the original Amtrak station overhead canopy shelters where the platforms and tracks had been sited before being relocated. No existing buildings would be displaced. The existing light rail track west of 5th Street, including the storage tracks west of the existing light rail station (approximately 520 feet), and the station itself, including the shelters, mini-high ramps, fare vending equipment, benches, trash receptacles, and detectible warning tiles, would be removed as part of the revised project. SacRT would restore the pedestrian crossing used by passengers between the historic depot and the walkway leading to the intercity passenger rail platforms. These conditions and the extent of restoration improvements acknowledge that the City plans to modify and upgrade the street configuration, circulation, and pedestrian and bicycle facilities as part of its SVS Area Plan, and the sequencing and timing of these City improvements are still to be determined by the City.
2. Relocation of aboveground utilities, including traffic signals, and potentially the relocation of underground utilities in various undetermined locations along the track alignment.
3. Installation of underground utilities, including all electrical systems needed for traffic control systems at street crossings as well as underground pipes needed for drainage. Underground wires for light rail signals and operation of power switch machines on the double crossover could be installed during this phase. Installation of foundations for poles supporting the overhead contact wires; each pole would require a shaft of up to 30 feet deep and would be backfilled with concrete.

4. Grading to create proper site elevations, primarily in the undeveloped portions of the SVS area. Track bed preparation would require excavation to a depth of a maximum of 36 inches.
5. Installation of trackwork along H Street and within the Railyards area.
6. Installation of asphalt and concrete works including curbs, gutters, sidewalks, and pedestrian crossings. This includes all necessary paving for the relocated light rail station.
7. Installation of aboveground electrical utilities to support light rail operations, including power poles and overhead contact wires. The project would not include installation of a new electrical substation.
8. Completion of all architectural features for passenger service at the new light rail station.

The construction duration is estimated conservatively at approximately 3 years. A preliminary estimate of the timeline, typical construction equipment, truck trips, and construction worker trips by phase is presented in Table 1. The phases in Table 1 simplify and combine several of the construction sequence steps itemized above and are those used for air quality, noise, and other analyses.

Table 1 Preliminary Construction Scenario by Phase

Phase	Duration (in number of working days)	Typical Construction Equipment	Daily Haul Truck Trips	Daily Construction Workers Onsite
Grubbing/land clearing (site preparation)	66	Excavators, signal boards, tractors/ loaders/backhoes	11	4
Grading/excavation (grading)	150	Excavators, graders, rollers, rubber-tired dozers, rubber-tired loaders, signal boards, tractors/loaders/backhoes	5	9
Drainage/utilities (building construction)	130	Air compressors, generator sets, graders, plate compactors, pumps, rough terrain forklifts, signal boards, tractors/loaders/backhoes, welders	0	12
Track installation/ surfacing (building construction)	172	Bore/drill rigs, forklifts, generator sets, pavers, paving equipment, rollers, signal boards, welders	4	10
Street improvements/ station (building construction)	130	Air compressors, cement and mortar mixers, forklifts, generator sets, signal boards, welders	2	8

Source: AECOM 2023

During the construction period, when the tracks are being installed and the light rail station is relocated, SacRT will identify ways to maintain access to and from the Southern Pacific Railroad Sacramento Depot for Gold Line light rail passengers.

3. Environmental Analysis

The following environmental analysis is based on the CEQA Guidelines Environmental Checklist Form (Appendix G). It considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) to identify the degree to which the issue was considered in the 2016 IS/MND for the project, and whether changes in the revised project or conditions under which it would be implemented as described in this CEQA Addendum constitute new information of substantial importance relative to each environmental issue. The questions posed in each column are described next.

Environmental Analysis Overview

The environmental analysis in this section of the Addendum addresses the provisions of Section 151612 of the CEQA Guidelines, described in Section 1, Introduction, "CEQA Guidelines Regarding Changes to a Project." These provisions are reflected in tables at the beginning of each resource topic that is analyzed in this section. Specifically, the tables provide information on each of the following items.

Significance Determination from the 2016 CEQA Checklist

This column lists the significance determination from the CEQA Checklist found in Appendix A of the 2016 IS/MND. For each impact identified, a level of significance of the impact is shown. Although criteria for determining significant impacts are unique to each issue area, the environmental analysis applies a uniform classification of the impacts based on the following definitions, consistent with CEQA and its implementing CEQA Guidelines:

- **No Impact (NI):** A designation of no impact is given when no changes in the environment would occur.
- **Less-than-Significant Impact (LTS):** A less-than-significant impact would cause no substantial adverse change in the environment.
- **Less-than-Significant Impact with Mitigation (LTS-M):** A less-than-significant impact with mitigation incorporated would minimize substantial adverse impacts on the environment.

Significance Determination for the Revised Project

This column lists the significance determination for the revised project. The questions in the columns to the right of this significance determination correspond to the items in Section 151612 of the CEQA Guidelines on whether an addendum can be used to fulfill CEQA review for the revised project. These questions are described next.

Does the revised project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts? In accordance with Section 15162(a)(1) of the CEQA Guidelines, this question asks whether changes associated with the revised project would necessitate major changes to the 2016 IS/MND because of new

significant environmental impacts or a substantial increase in the severity of previously identified significant impacts.

Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND? In accordance with Section 15162(a)(2) of the CEQA Guidelines, this question asks whether changes to the circumstances under which the revised project would be undertaken have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts.

Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures? In accordance with Sections 15162(a)(3) of the CEQA Guidelines, this question asks whether new information of substantial importance is available, which was not known and could not have been known with the exercise of reasonable diligence at the time that the 2016 IS/MND was adopted in March 2016, and where this information could result in new or more significant impacts, or a change in the feasibility of mitigation measures adopted to reduce the significance of impacts.

Discussion and Conclusion Sections

The Discussion section presents information about the particular environmental topic, the 2016 IS/MND's determination of the project's effects on the topic, and the adopted mitigation measure(s) required for implementation to reduce potentially significant impacts to a less-than-significant level. The Discussion section then compares and contrasts the effects of the revised project relative to the project described in the 2016 IS/MND. The analysis of the revised project also includes a description of substantial changes to the CEQA Guidelines Appendix G environmental checklist that were adopted by California in 2019, and the revised project's impacts relative to new checklist items.

The Conclusion section summarizes whether the revised project would involve new significant impacts and/or substantially more severe impacts, or would introduce new information in response to the questions described above that may require major changes to the 2016 IS/MND. If the answer to any of these questions is "yes," then a subsequent or supplemental IS/MND would be needed for the revised project. If the answers to all the questions described above is "no," then an addendum would provide the level of CEQA review needed for the revised project.

Aesthetics

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Have a substantial adverse effect on a scenic vista?	NI	NI	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	NI	NI	No	No	No
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	LTS	LTS	No	No	No
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND determined that no scenic vistas or designated state scenic highways are in the project area, and therefore no impact would occur.

The visual character of the project area as evaluated in the 2016 IS/MND consisted of high-rise buildings along H Street, two-story commercial buildings, undeveloped areas, and historical Southern Pacific Railyards buildings that are planned for development and redevelopment pursuant to the City's Railyards Specific Plan, adopted in 2007 and subsequently updated, and the Railway Express Agency building (historical building) adjacent to the Southern Pacific Railroad Sacramento Depot/Sacramento Valley Station (historic SVS). The 2016 IS/MND evaluated at-grade elements, such as new trackwork, two light rail stations, OCS, and an electric bus charging station. The 2016 analysis noted that none of these facilities included structures of a scale, mass, or height that would exceed the existing buildings or structures in the area. Furthermore, the proposed SVS would be consistent with the City's SVS program and the Railyards Specific Plan, as updated. Furthermore, development of the approved SacRT SVS would comply with the design guidelines that have been established by SacRT for its facilities. Therefore, the 2016 IS/MND found that the then-proposed project would not substantially degrade the existing visual character or quality of the surrounding area, and the impact would be less than significant.

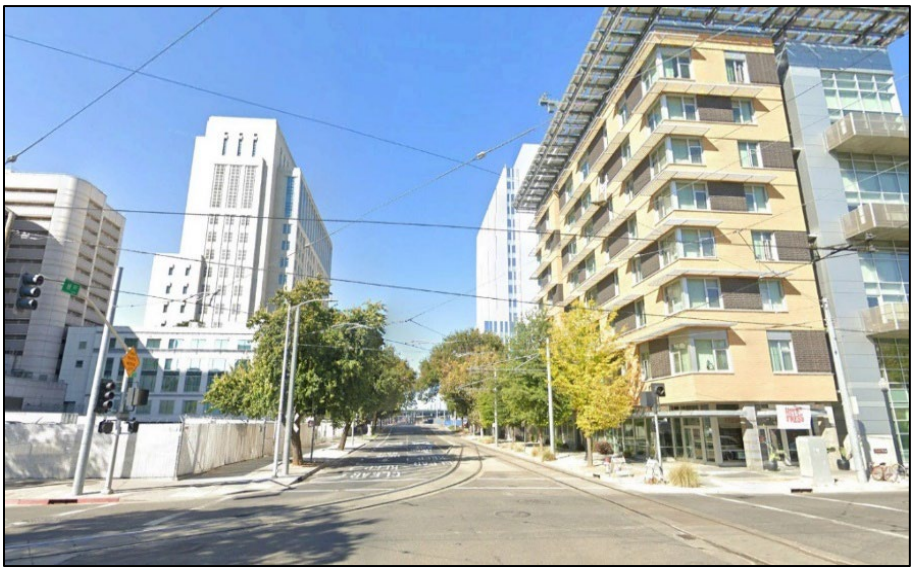
The 2016 project included lighting for pedestrian circulation and safety at the loading platforms and passenger connections to and from the SVS area. As explained in the 2016 IS/MND, the proposed lighting would be compatible with and similar to lighting at the existing light rail station, along the commuter rail platform and along the elevated 5th and 6th street overcrossings of the existing commuter rail tracks. Furthermore, the new lighting would minimize glare and light trespass into the adjacent neighborhoods, in accordance with SacRT design guidelines. Therefore, the 2016 IS/MND concluded that no impact related to substantial new light or glare would occur.

Revised Project Analysis. After completion of the 2016 IS/MND, the CEQA Appendix G checklist was updated. In this update, the environmental checklist item c in the summary table (shown at the start of this section) was modified to direct the analysis to consider urban versus non-urban areas; clarify that public viewpoints, rather than private viewpoints, should be the focus of the analysis; and require an analysis of potential conflicts with adopted regulations that govern scenic quality. Accordingly, the impact analysis for the revised project addresses these revisions to the CEQA Appendix G checklist.

Key Observation Points and Changes to the Visual Setting. The 2016 IS/MND provided a brief description of the existing setting and the associated visual character but did not provide photographs or illustrate the visual character of the revised project site. To provide a better context for this urban setting and the visual landscape in the surrounding area, the following descriptions and photographs depict the visual setting. Since the 2016 IS/MND was prepared, the only changes related to the existing viewshed and existing visual character are the new 18-story Sacramento County Criminal Courthouse, under construction on the north side of H Street between 5th and 6th Streets and the completion of the 5th and 6th Street overpasses over the commuter rail tracks. Both the plans for the courthouse development and the street infrastructure were known at the time of the 2016 IS/MND and do not represent new information. As indicated in the 2016 IS/MND, the SacRT SVS site was and now continues to be in a highly urbanized area of downtown Sacramento, with surrounding development occurring consistent with the City's Railyards Specific Plan, adopted in 2007 and subsequently updated, and the more recent SVS Area Plan that was adopted in May 2021.

Viewpoint 1. H Street at 7th Street (refer to Figure 10). Existing light rail tracks that are embedded in the H and 7th Streets intersection, along with electrical power poles with OCS overhead wires, and street trees are visible in the foreground and middleground along H Street.

Figure 10 Viewpoint 1 from 7th and H Street Intersection (looking west)



Source: Google Earth 2022

Under the revised project, the curved tracks would be reconstructed but remain embedded in H Street, parallel to and south of (to the left of) the existing tracks. The 8-story building housing the 7th & H Housing Community (residential apartments) also is visible in the foreground on the right. In the middleground and background, the Sacramento Superior Court and the Robert T. Matsui U.S. Courthouse are visible on the left. In the middleground on the right, the new Sacramento County Criminal Courthouse is visible. With implementation of the revised project, the only change in the existing viewshed from this viewpoint would be a second set of tracks embedded in the street.

Viewpoint 2. H Street at 6th Street (refer to Figure 11). Overhead traffic signals, existing light rail tracks embedded in H Street, and with electrical power poles with OCS lines are visible in front of the new 18-story Sacramento County Criminal Courthouse on the right side of the photo in the foreground and middleground.

Figure 11 Viewpoint 2 from 6th and H Street Intersection (looking west)

Source: Google Earth 2022

The proposed new light rail tracks would be embedded in H Street, and both would shift northward slightly toward the courthouse. On the left side of the photo, street trees, overhead streetlights, and the Robert T. Matsui U.S. Courthouse are visible. With revised project implementation, the only change in the existing viewshed from this viewpoint would be a second set of tracks embedded in the street.

Viewpoint 3. H Street at 6th Street (refer to Figure 12). The SMUD historical Station A brick building, overhead streetlights and traffic signals, light rail tracks embedded in H Street, and electrical power poles and overhead OCS lines are visible in the foreground and middleground on the left. A portion of the Sacramento County Courthouse is visible on the right, along with street trees on both sides of H Street in the foreground and middleground. In the background, the 7th & H Housing Community building is visible on the left.

Figure 12 Viewpoint 3 from H Street and 6th Street (looking east)

Source: Google Earth 2022

With implementation of the revised project, the only change in the existing viewshed from this viewpoint would be a second set of tracks embedded in the street.

Viewpoint 4. H Street at 5th Street (refer to Figure 13). The boarding platform for the existing SacRT SVS, light rail cars, overhead streetlights, light rail tracks embedded in H Street, and electrical power poles with associated overhead OCS lines are visible in the foreground on the right. The historic SVS (the original Southern Pacific Railroad Depot) and commercial development are visible in the foreground and middleground on the left. An existing detention basin (also known as Lot 40, planned for mixed-use development) as well as the site for the proposed relocated SacRT SVS are visible in the foreground and middleground, respectively, on the right in the grassy area. In the center background, the elevated on-ramp to Interstate 5 (I-5) is visible. In the background to the right, historic buildings associated with the former Southern Pacific Railyards are visible.

Figure 13 Viewpoint 4 from H Street at 5th Street (looking west)

Source: Google Earth 2022

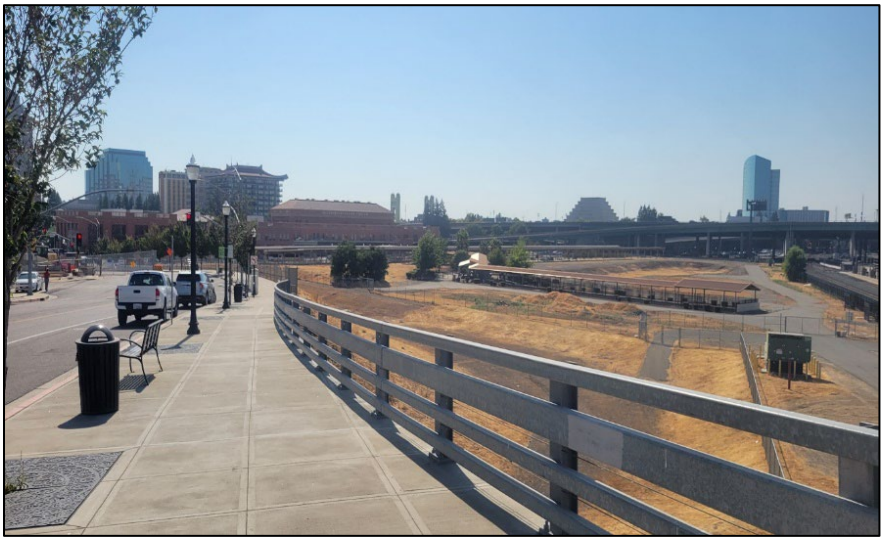
With implementation of the revised project, including relocation of the existing light rail station into the grassy area to the north (right side of the photograph), the viewshed from this viewpoint would change. However, this alteration to the viewshed would not affect the existing visual elements (i.e., the buildings on the south side of H Street at the left edge of the photograph, the elevated I-5 ramps, and the historic buildings on the right beyond the passenger rail tracks and platforms). The siting of the relocated station would be essentially the same as that discussed in the 2016 IS/MND, and thus the change in the visual setting would not be affected by the revised project.

However, the City's 2021 SVS Area Plan would substantially alter the views and the design, function, and appearance of this area around the SacRT SVS. Although not a part of the revised project, this plan in combination with the relocated SacRT SVS would affect the visual setting cumulatively. At the core of the City's plan is a multi-level bus mobility center and a new station concourse north and west of the relocated SacRT SVS. Intermixed with this planned intermodal

transit hub would be high-intensity mixed uses that would increase the height, scale, and massing of development as seen from this viewpoint. With implementation of the revised project, the embedded double tracks and the low-rise, relocated SacRT SVS (with its passenger shelter approximately 13.5 feet above the station platform) would be visible. However, as the City's SVS Area Plan is implemented, the new SacRT SVS would be obscured by development at Lot 40 (in the foreground), which could have street wall building heights of up to 65 feet along the property's edges (including its western boundary adjacent to the station), with maximum building heights of 205 feet according to the Railyards Specific Plan Special Planning District (Ordinance No. 2016-0045) (City of Sacramento 2016a).

Viewpoint 5. 5th Street North of G Steet (refer to Figure 14). Sidewalk, benches, trash receptacles, streetlights, small street trees, and fencing along the elevated 5th Street Overpass are visible in the foreground and middleground. The grassy area in the middleground shows a portion of Lot 40, Amtrak walkway tunnel, and the north end of the proposed relocated SacRT SVS, boarding platform, and new tracks, including the proposed light rail storage tracks that would be north (to the right) and east (toward the photo viewpoint) of the station and connecting to the future extension with F Street (F Street pavement is visible in the far right foreground). The historic SVS is visible in the center middleground (red brick multi-story building). Taller multi-story buildings that make up part of the downtown Sacramento skyline are visible in the background, along with the Tower Bridge, spanning the Sacramento River. With implementation of the revised project, the relocated LRT station would be visible in the middleground views and would be visually similar to and consistent with the surrounding existing development. The low-profile SacRT SVS and associated OCS and storage tracks would be visible.

Figure 14 Viewpoint 5 from 5th Street Overpass (looking southwest)



Source: Taken by AECOM in 2023

As described for Viewpoint 4, as the City's SVS Area Plan is implemented, Lot 40 (in the foreground between this viewpoint and the relocated SacRT SVS) would block views of the revised project

from this vantage point, and instead would provide views of high-intensity, mid- to high-rise mixed-use commercial buildings.

Scenic Resources within a State Scenic Highway. Like the 2016 IS/MND, the revised project would have no impacts related to scenic vistas or scenic resources within a State scenic highway because these resources are not present in the project area. The nearest scenic highway is Garden Highway, approximately 1.5 miles north of the project site.

Visual Quality, Character, and Adopted Plans and Policies. Like the 2016 IS/MND, the visual effects from the revised project would be less than significant because permanent changes to the urban landscape from the project elements would be similar to and blend in with the existing built environment, which includes the existing SacRT SVS and boarding platform, Amtrak pathway and boarding tunnel, historic SVS, high-rise buildings, elevated street overpasses, urban street trees, light rail tracks embedded in H Street and 7th Street, and overhead utilities (e.g., traffic signals, streetlights, and light rail electrical poles and OCS wires. The revised project would not include structures of a scale, mass, or height that would exceed those of the existing buildings or structures in the area, and it would not include colors that would stand out in the surrounding viewshed. Furthermore, the revised project would be consistent with the City's SVS Area Plan and the Railyards Specific Plan, and with the existing land use designations and zoning. Both plans call for the transformation of the area to a multi-modal transit hub with higher-density mixed uses, and the City's SVS Area Plan, adopted in May 2021, was developed in coordination with and identifies the relocated SacRT SVS in its proposed location. In addition, development of the revised project would comply with the development guidelines and design standards established by SacRT for its facilities (Sacramento Regional Transit District 2018). Therefore, the revised project would not conflict with applicable zoning and other regulations governing scenic quality. The impact would be less than significant.

Light and Glare. Consistent with the 2016 IS/MND, although the revised project would include additional lighting at the relocated SacRT SVS platform, this lighting would comply with applicable SacRT design criteria standards for wattage (expressed in footcandles) and shielding, to reduce light intensities and minimize off-site light trespass (Sacramento Regional Transit District 2018). It also would be consistent with and similar to the existing lighting at the existing SacRT SVS immediately to the south that is proposed to be relocated. Therefore, the revised project would not create a substantial new source of nighttime lighting or glare. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on visual resources. No mitigation measures to address visual impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Agriculture and Forestry Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NI	NI	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NI	NI	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	NI	NI	No	No	No
d) Result in the loss of forest land or conversion of forest land to non-forest use?	NI	NI	No	No	No
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, the project area is in the northwestern portion of downtown Sacramento. The project area consists of undeveloped parcels that are planned for mixed uses and multi-modal transportation facilities as well as urban uses, including roadways, light rail operations, housing, commercial businesses, and public court facilities. The area neither contains nor is immediately adjacent to any agricultural or forest land. Therefore, the 2016 IS/MND concluded that no impacts on agricultural or forest lands would occur with project implementation.

Revised Project Analysis. The existing and planned urban development where the revised project would be implemented, and the absence of agriculture and forest resources have not changed since the 2016 IS/MND was adopted. Therefore, the revised project would continue to traverse a highly developed urban setting, with no effects on agriculture or forestry resources. Thus, no impact would occur.

Conclusion

Revised project implementation would not alter the findings of the 2016 IS/MND, because no agricultural or forest land would be affected. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Conflict with or obstruct implementation of the applicable air quality plan?	LTS	LTS	No	No	No
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	LTS	N/A	N/A	N/A	N/A
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	LTS	LTS	No	No	No
d) Expose sensitive receptors to substantial pollutant concentrations?	LTS	LTS	No	No	No
e) Create objectionable odors affecting a substantial number of people?	LTS	LTS	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, the project would not conflict with or obstruct implementation of the applicable air quality plan. With implementation of best management practices (BMPs) related to fugitive dust control, emissions associated with project construction would not exceed the SMAQMD thresholds of significance. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor result in a cumulatively considerable net increase of ozone or particulate matter. Because of the anticipated project construction phasing and temporary nature of construction, the project would not expose sensitive receptors to substantial pollutant concentrations nor create objectionable odors affecting a substantial number of people.

In addition, the analysis in the 2016 IS/MND reported that the project would be part of a long-term plan for the expansion and enhancement of public transit in downtown Sacramento, which

would improve the regional transportation network efficiency and help relieve traffic congestion on roadways. Thus, the project was included in the 2012 Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (SACOG 2012). The analysis also reported that because light rail is electrically powered, criteria air pollutant and toxic air contaminant emissions from the LRT movements are not expected during project operation. The impact would be less than significant.

Revised Project Analysis. When the CEQA Appendix G checklist was updated in 2019, checklist item b (shown in the summary table at the start of this section) regarding whether the project would violate any air quality standard or contribute substantially to an existing or projected air quality violation was deleted. Thus, the summary table indicates N/A for the changes that may affect the 2016 IS/MND LTS significance determination for checklist item b. Checklist items c and e also were revised slightly but remained substantively the same.

The revised project would not conflict with air quality plans, including the SACOG 2020 MTP/SCS (SACOG 2019) the City of Sacramento 10 key strategies for the 2040 General Plan Update (City of Sacramento 2021b), and the Sacramento Region air quality plans. The revised project is included in the 2020 MTP/SCS list of programmed transportation improvements (ID #REG18043). Although the MTP/SCS has been updated since the 2016 IS/MND, the SacRT SVS relocation continues to be identified as a project that would help achieve regional goals, including attainment of regional air quality standards. The revised project would include the relocated station that would be part of a larger intermodal transportation facility to enhance connections with other rail services, as detailed in Section 2 of this Addendum. The revised project also would include convenient and safe pathways for pedestrians and bicyclists, which would be consistent with goals and policies included in the mobility strategy of the City of Sacramento's Draft 2040 General Plan for providing alternative transportation options. The applicable air quality plan in the SMAQMD also includes the Sacramento Regional 2015 Ozone Attainment and Reasonable Further Progress Plan, which seeks to attain State and federal air quality standards of ozone. The revised project would be consistent with the transportation control measures included in the air quality plan, which also encourage alternative transportation options. Therefore, the revised project would not conflict with or obstruct implementation of the applicable air quality plan.

Furthermore, as shown in Table 2, with the exception of carbon monoxide (CO), emissions from construction activities associated with the revised project would be lower than the construction emissions presented in the 2016 IS/MND. SMAQMD has not adopted a threshold of significance for CO emissions. Therefore, with implementation of BMPs related to fugitive dust control in compliance with SMAQMD Rule 403, the revised project would not exceed the SMAQMD thresholds of significance.

Table 2 Summary of Construction-Related Emissions of Criteria Air Pollutants and Precursors

Description	Maximum Daily Emissions ROG (pounds per day)	Maximum Daily Emissions NOx (pounds per day)	Maximum Daily Emissions CO (pounds per day)	Maximum Daily Emissions PM10 (pounds per day)	Maximum Daily Emissions PM2.5 (pounds per day)	Maximum Annual Emissions PM10 (tons per year)	Maximum Annual Emissions PM2.5 (tons per year)
Revised Project Construction Emissions	2.53	23.4	28.40	4.22	2.18	0.37	0.19
2016 Project Construction Emissions	2.88	30.22	20.85	7.98	4.82	0.43	0.28
SMAQMD Significance Threshold[1]	N/A	85	N/A	80	82	14.6	15
Exceed SMAQMD Thresholds?	N/A	No	N/A	No	No	No	No

Notes:
N/A = Not applicable
NO_X = oxides of nitrogen
PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$ = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less
ROG = reactive organic gases
SMAQMD = Sacramento Metropolitan Air Quality Management District

1. Represents SMAQMD threshold of significance with the application of Best Management Practices (BMPs) and Best Available Control Technology (BACT).
2. Appendix B provides detailed construction inputs and model output files.

Source: Modeled by AECOM in 2024

Construction emissions associated with the revised project would occur intermittently throughout the day and would not occur as a constant plume of emissions from the project site. In addition, site work, rail work, and light rail track/OCS and signals would be completed in segments, like a moving assembly line. Therefore, trucks and off-road equipment would not operate in the immediate vicinity of sensitive receptors for an extended period. The revised project would modify existing light rail track and an existing light rail station; project operational emissions would not be anticipated to increase above existing conditions. Furthermore, rail propulsion would be electrically powered, and thus no criteria pollutant or toxic air emissions would be generated from project operations. Therefore, the revised project would not expose sensitive receptors to substantial pollutant concentrations. Furthermore, the revised project would not generate other emissions, such as those leading to odors, which would adversely affect a substantial number of people. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on air quality. No mitigation measures to address air quality impacts have been identified that would need to be implemented because of changed conditions. New plans have been adopted locally and regionally, but they do not present new information of substantial importance that would suggest a new significant impact. Therefore, none of the conditions described in CEQA Guidelines Sections 15162 and 15163 calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Biological Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or United States Fish and Wildlife Service?	LTS-M	LTS-M	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or United States Fish and Wildlife Service?	NI	NI	No	No	No
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NI	NI	No	No	No
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NI	NI	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NI	NI	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, the project could have potentially significant impacts on several special-status wildlife species and nesting birds that are protected by State and federal regulations, which could occur inside or along the edge of the proposed alignment. The action by the SacRT Board to adopt the 2016 IS/MND included mitigation measures (MM) to be implemented for biological resources:

- MM BIO-1: Nesting Birds (site preparation, preconstruction surveys, establishment of a nest buffer)
- MM BIO-2: Preconstruction Surveys for Swainson's Hawks (preconstruction surveys, construction free-buffers, reporting requirements)
- MM BIO-3: Preconstruction Surveys for Burrowing Owls (preconstruction surveys, construction-free buffer zones)
- MM BIO-4: Roosting Bats (preconstruction surveys, construction-free buffer zones)

Implementation of these mitigation measures, adopted as part of and incorporated into the approved project, would reduce the significant impacts to a less-than-significant level.

In addition to the above species- and habitat-related significant impacts, the 2016 IS/MND identified suitable habitat (elderberry shrubs [*Sambucus* spp.]) for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*; Federally Threatened) approximately 300 feet from

the southern portion of the project area. The 2016 IS/MND relied on 1999 guidance from the U.S. Fish and Wildlife Service (USFWS), which stated that complete avoidance would require a 100-foot setback from the dripline of elderberry shrubs (USFWS 1997, 1999). Updated guidance from USFWS in 2017 conservatively would extend this setback distance to 165 feet (USFWS 2017). Although the recommended avoidance buffer increased slightly since the 2016 IS/MND, the elderberry observed near the project site still is outside this updated recommended avoidance buffer. As discussed in the 2016 IS/MND, the elderberry shrubs were outside the recommended avoidance buffer, and therefore the 2016 IS/MND concluded that no impact would occur on valley elderberry longhorn beetle or its habitat.

Although the project as described in the 2016 IS/MND could have potential impacts on the above-mentioned wildlife species and street trees, because it would traverse an urbanized corridor on paved streets with no native habitat, the project would have no impact on riparian habitats, sensitive natural communities, wetlands, wildlife corridors, or native nurseries.

Revised Project Analysis. The revised project would operate within an urban corridor on paved streets with no native habitat. Therefore, the revised project, like the 2016 project, would have no potential to affect riparian habitats, sensitive natural communities, wetlands, wildlife corridors, or native nurseries.

The revised project potentially could impact the same species that were identified in the 2016 IS/MND, including Swainson's hawk (*Buteo swainsonii;* State Threatened), white-tailed kite (*Elanus leucurus;* State Fully Protected), burrowing owl (*Athene cunicularia;* State Species of Special Concern), purple martin (*Progne subis;* State Species of Special Concern), pallid bat (*Antrozous pallidus;* State Species of Special Concern), and Townsend's big-eared bat (*Corynorhinus townsendii;* State Candidate for Threatened Listing). Consequently, the same mitigation measures identified in the 2016 IS/MND (i.e., MM BIO-1 through MM BIO-4) would apply to the revised project. Because they were adopted as part of the 2016 project that is being replaced by the revised project, implementation of these same mitigation measures would reduce the potentially significant impact on listed species to a less-than-significant level.

Because the 2016 IS/MND was adopted 7 years ago, an updated query of the California Natural Diversity Database RareFind 5 was performed to identify newly listed species not previously reported that could be affected by the revised project. Based on this updated research, multiple species have been listed as threatened, endangered, or as a candidate for listing pursuant to the California Endangered Species Act and/or the federal Endangered Species Act. Of these species, Monarch butterfly (*Danaus plexippus*) (Federal Candidate for Listing), Crotch's bumblebee (*Bombus crotchii*; State Candidate for Listing), and tricolored blackbird (*Agelaius tricolor*; State listed threatened) have historic ranges that overlap the project area. However, because of the disturbed nature of the project area, these species are not expected to occur in the project vicinity. Therefore, the impact would be less than significant.

As discussed in the 2016 IS/MND, during vegetation mapping for the Railyards Specific Plan EIR (City of Sacramento 2007), elderberry shrubs were identified along 7th Street near F Street, more than 100 feet from the project footprint. The revised project would not extend to 7th and F Streets

as it did with the 2016 project. In addition, many of the trees and shrubs in this area have been removed to accommodate construction on 5th, 6th, and F Streets within the Railyards Specific Plan Area. Because of the reduced project footprint and probable absence of elderberry shrubs from the area, the impact would be avoided, and the revised project would have a less-than-significant impact on the valley elderberry longhorn beetle and its habitat.

The revised project would have no impact on any special-status plants. No proposed or adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans encompass the project area. Thus, the revised project would have no impact on such conservation plans.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on biological resources. No new mitigation measures to address biological resource impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, including the updated database search for special-status species, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Cultural Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	LTS-M	LTS-M	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	LTS-M	LTS-M	No	No	No
c) Disturb any human remains, including those interred outside of formal cemeteries?	LTS-M	LTS-M	No	No	No
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	LTS-M	N/A	N/A	N/A	N/A
e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NI	N/A	N/A	N/A	N/A

Discussion

Prior 2016 Analysis. The existing cultural resource conditions in the project area and potential project effects were addressed in the 2016 IS/MND. The analysis was based on the following technical reports that were prepared for related transit projects overlapping the project area: Archaeological Resources Assessment for the Downtown/Riverfront Streetcar Project (URS 2015), and the Built Environment Resource Report Downtown/Riverfront Streetcar Project (JRP 2015).

The project would be designed to avoid adverse effects on known historical resources and buried cultural resources to the extent feasible. Project operation would result in a less-than-significant impact on archaeological resources. The project would result in no significant effects on historical architectural resources. However, ground disturbance activities inadvertently could result in an impact on buried elements of the Raised Streets Hollow Sidewalks (RSHS) Historic District, tribal cultural resources, and on unknown buried historical and Native American archaeological

resources that could be determined eligible for listing in the California Register of Historical Resources (CRHR) and Sacramento Register of Historic and Cultural Resources (SRHCR). Construction activities also could disturb buried paleontological resources.

To address these potentially significant impacts associated with ground-disturbing activities, the 2016 IS/MND required implementation of the following five mitigation measures:

- MM CUL-1: Preconstruction Resource Identification
- MM CUL-2: Cultural Sensitivity Training and Monitoring
- MM CUL-3: Discovery (discovery of cultural resources, hollow sidewalks, human remains)
- MM CUL-4: Preparing an Unanticipated Discoveries Plan (UDP)
- MM CUL-5: Protocols for Discovery of Human Remains

Implementation of these mitigation measures would avoid and minimize potential impacts related to known historical resources and inadvertent discovery during construction, and the impact would be reduced to a less-than-significant level.

No significant impacts were identified for project operation. The project would add a second track with and relocate the existing SacRT SVS approximately 130 feet to the north within the Railyards area. No significant vibration or visual effects from project operation would cause a substantial adverse change to any of the built environment historical resources within the project area, including the historic SVS, the Railway Exchange Agency building adjacent to the Amtrak building (constructed in 1926 to distribute mail and freight), and the SMUD Station A building on the northeast corner of 6th and H Streets. Project operation would not require ground-disturbing activities in new areas. Post-construction activities would involve maintenance at the relocated station and along the tracks, but no new ground disturbance would occur. Because a potential impact on archaeological resources would occur only during ground disturbance in previously disturbed areas, the 2016 IS/MND concluded that the operational impact on archaeological resources would be less than significant.

Nevertheless, the 2016 IS/MND reported that relocation of the SacRT SVS would require removing approximately 50 feet of the easternmost portions of the two extant umbrella sheds, or canopies that served the passenger rail platform before the City relocated the platform as part of its Sacramento Valley Station Intermodal Phase 1. The canopies, each 1,000 feet long, are contributing elements to the Sacramento Southern Pacific Railroad Station District, which is listed on the National Register of Historic Places (NRHP) and CRHR. Removal of approximately 5 percent of each canopy would shorten each of these contributing elements but was determined to not materially alter the current configuration of the existing canopies for passengers or any other elements of the historical resource that would contribute to its NRHP/CRHR eligibility, and to not cause a substantial adverse change as defined under Section 15064.5(b)(2) of the Public Resources Code (PRC).

In addition, the existing SacRT SVS platform has an east/west orientation and is directly south of and parallel to the light rail tracks and the southernmost of the canopies within the historic SVS

boundaries. The project would re-orient the platform directly east of the canopies in a north/south orientation. The platform currently is integrated into the SacRT SVS and would be relocated in the same area. Therefore, construction of the new platform would not compromise the historic SVS integrity by inserting a new element in an area of the historical resource that has not accommodated a light rail platform previously.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the CEQA Guidelines Appendix G environmental checklist items d and e (shown in the summary table at the start of this section) regarding unique paleontological resources and unique geologic features and tribal cultural resources were moved; checklist item d became part of Geology and Soils, and checklist item e became part of Tribal Cultural Resources. Accordingly, the effects of the revised project on these issues are addressed in the applicable sections of this Addendum.

For the revised project, the area of ground disturbance during construction would be smaller than was identified in the 2016 IS/MND (because the loop track would not be constructed from the relocated station eastward through the Railyards to 7th Street); the vertical disturbance would be identical to that described previously; and the same historic resources are present, including the historic SVS and its contributing elements, the Railway Express Agency building adjacent to the Amtrak building, and the SMUD Station A building at 6th and H Streets. The existing SacRT light rail station, storage tracks, and OCS facilities that were constructed in 2005 along the north side of H Street would also be removed. Therefore, because of the reduced amount of ground disturbance, the revised project would have a similar, although slightly less, potential to affect buried cultural resources and human remains, where ground disturbance would occur in the undeveloped portions of the Railyards area and along 7th and H Streets. Because of this ground disturbance and the known sensitivity of the area for cultural resources and human remains, the same mitigation measures in the 2016 IS/MND that were adopted and incorporated into the project would continue to apply. However, modifications of these mitigation measures are proposed as follows, to better address the known historical resources in the project area, to be more precise in the types of cultural resources that may be affected, and to better identify protocols for potential discoveries during construction. The mitigation measures have also been reorganized to acknowledge that paleontological resources are not addressed in this section (so that MM CUL-5 now addresses procedures and treatment of human remains which had been in MM CUL-3) and there is a new resource topic on tribal cultural resources (so that consultation and procedures and treatment of resources of significance to indigenous populations now in MM CUL-4 are found partially incorporated in the mitigation measures in this section as well as in the tribal cultural resources section).

- MM CUL-1. Additional identification efforts will consist of further archival research and subsurface exploration to avoid impacts on historical resources~~properties~~. As the project design advances, additional archival research will be conducted to help identify specific locations in the disturbance area where contributing elements of the Raised Streets and Hollow Sidewalks (RSHS) Historic District may exist. ~~This research will target those areas of the design that coincide with known or likely below-grade hollow sidewalks or raised street structures.~~ Prior to preparing the final design, design engineers will walk the

alignment with representatives of the Shingle Springs Band of Miwok Indians[1] (SSBMI) to discuss areas of special concern, and to receive advice from tribal members who have worked extensively in the project area and who were present during the installation of the existing light rail track. This field review will work to identify ways to limit new ground disturbance and to use existing infrastructure. Preconstruction subsurface explorations will be conducted where construction is anticipated to approach the vertical limits of the disturbance area in areas sensitive for ~~prehistoric and historical cultural resources~~Native American and historic-era archaeological resources, and tribal cultural resources. Preconstruction subsurface explorations for tribal cultural resources will be designed in collaboration with the SSBMI, if deemed appropriate by the SSBMI, and general methods will be described in the Unanticipated Discoveries Plan developed under MM CUL-4.

~~RT will also coordinate with the City of Sacramento and property owners to obtain permission to access any remaining hollow sidewalk segments that are identified or suspected to exist in areas that could be affected by construction, particularly installation of overhead catenary system poles. If access is obtained and hollow sidewalks are present, the potentially affected hollow sidewalk segment(s) will be field recorded and the data collected will be added to the existing RSHS Historic District DPR 523 form, following the protocol described in an UDP (see MM CUL-4). This recordation will capture data about the hollow sidewalks and raised streets that are not readily available and improve access to information about these historical resources. If access cannot be obtained, SacRT will use ground-penetrating radar or other means to confirm the presence or absence of hollow sidewalk segments in the construction footprint.~~

~~Should hollow sidewalks be identified in areas where overhead contact system (OCS) poles could potentially be installed, avoidance options will be implemented. These options include modifying the proposed OCS pole locations, modifying the pole foundation type, using a building attachment, or attaching span or pull-off wires to a backbone wire between two other poles or structures. The attachment of wires to adjacent buildings may require modification of the disturbance area to accommodate those buildings. No historical structures would be selected for wire attachment.~~

Furthermore, if research or field investigation confirms the presence of ~~historical or prehistoric~~Native American archaeological resources, ~~and~~ historic-era archaeological resources, or tribal cultural resources that are eligible for the California Register of Historic Resources (CRHR), and that would be in conflict with project construction, SacRT will revisit the design to avoid ~~adverse effects to historic properties~~resources as much as

[1] By mutual agreement, the other two consulting Native American tribes for the project, the United Auburn Indian Community and the Wilton Rancheria, have agreed to consultations and collaborations with SacRT on this project can be overseen by SSBMI. See the Tribal Cultural Resources section of this addendum, for a full discussion on the communications and consultations between the tribes and SacRT.

feasible. Where redesign is not feasible, the protocols identified in MM CUL-4 to address impacts on buried resources will be implemented.

- MM CUL-2. A cultural resources sensitivity training program will be provided to all construction personnel active on the project site during earth-moving activities. The training will be provided prior to the initiation of ground-disturbing activities. The training will be developed and conducted in coordination with a qualified archaeologist meeting the U.S. Secretary of Interior guidelines for professional archaeologists and a representative or representatives from consulting Native American tribe(s). The program will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archaeological or tribal resources or artifacts are encountered. The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any finds of significance to Native Americans, consistent with Native American tribal values.

  All ground-disturbing activities will be monitored by compensated representatives of the SSBMI and ~~a~~ qualified archaeologists~~ and, when appropriate, a Native American representative of any tribe that has been determined a consulting party to the project~~. If any ~~prehistoric~~ Native American or historic~~al~~-era archaeological resources, or tribal cultural resources are exposed during construction, work will stop in the immediate vicinity and be redirected to allow for recordation, including ~~photography,~~ measurements~~,~~ and GIS data. SSBMI monitors will determine if photography of Native American archaeological and tribal cultural resources is appropriate. Historic-era resources will be photographed. Field recordation data will be added to the existing ~~RSHS Historic District~~ DPR 523 forms for previously recorded historical resources.

  Monitors (both archeological and Tribal) will be responsible for working with construction personnel and identifying cultural resources, including tribal cultural resources, that may be uncovered during ground disturbance. When~~If unanticipated~~ cultural materials are unearthed, the monitors will have the authority to immediately halt work to allow the onsite archaeological monitor and Tribal monitor to inspect and assess the materials, determine whether additional analysis of the find is warranted, and whether construction can proceed without further analysis.

  SSBMI inspectors, who have specific knowledge of the tribal cultural resources within the project area, shall direct construction and archaeological workers when midden soils, or other types of soils that contain human remains, cultural materials, and sacred items are uncovered. Sensitive soils that require additional attention from the Tribal and archaeological monitors shall be placed in a safe and secure location for storage, provided by SacRT, until they are thoroughly inspected.

- MM CUL-3. If cultural or tribal cultural resources ~~are encountered in locations~~ not identified by research or other investigations during the pre-construction period ~~are inadvertently exposed~~ during project construction, work will stop or be redirected within 50 feet of the finds to allow for recordation, including ~~photography,~~ measurements~~,~~ and GIS data in accordance with the UDP (see MM CUL-4). If human remains or spiritual items are encountered, the work buffer will be expanded to 100 feet. All Native American resources will be photographed only with permission from the SSBMI. All historic-era resources will be photographed.

  If previously unidentified RSHS Historic District features ~~hollow sidewalk features or raised street structures~~ and additional elements of known Native American resources are exposed, the field recordation data collected (e.g., photography as appropriate, field measurements, and GIS data) will be added to the existing ~~RSHS~~ DPR 523 forms. This recordation will follow the protocol for treating discovered cultural or tribal cultural resources ~~identified~~ as ~~inadvertent discoveries~~ described in the UDP for the project. Newly identified cultural sites or features will be recorded on new DPR forms. The UDP will describe treatment for both ~~prehistoric~~Native American and below-grade historic~~al~~-era archaeological resources, including all elements that contribute to the RSHS Historic District and known indigenous sites. Treatment for tribal cultural resources will be developed in collaboration with the SSBMI.

- MM CUL-4. The UDP will be ~~developed~~ prepared in collaboration with the SSBMI, prior to the initiation of construction. SacRT shall continue consultation with the Tribe throughout the duration of the project. The UDP will provide ~~detailed descriptions of protection and mitigation measures~~protocols for treating archaeological and tribal cultural resources in the disturbance~~-~~area during preconstruction explorations and project construction. The UDP will include guidelines for the following:

  - Avoidance of historical resources~~properties~~, including tribal cultural resources, and establishment of environmentally sensitive areas
  - Data recovery guidelines for known historical resources~~properties~~ and resources that cannot be avoided by project design
  - Protocols for treating cultural resources identified during preconstruction subsurface explorations, monitoring activities, and unanticipated discoveries, including human remains
  - Monitoring during construction by archaeologists and Tribal monitors
  - Responsibilities and coordination with the SSBMI ~~Native American tribes and individuals~~
  - Curation of recovered historic-era materials that are not associated with Native American tribes, and the appropriate storage of Native American resources.

The UDP will address treatment for both Native American archaeological~~prehistoric~~ resources and tribal cultural resources, including human remains, and historic~~al~~-era resources, including all elements that contribute to the RSHS Historic~~al~~ District. In collaboration with the SSBMI, a~~A~~ll activities outlined in the UDP will be conducted under the direction of individuals who meet the professional qualification standards in Archaeology and Historic Preservation, Secretary of Interior's Standards and Guideline (Federal Register, Volume 48, No. 190, September 29, 1983).

As project design progresses, the design team will work in collaboration with the SSBMI to ensure all efforts will be made to avoid known Native American historical resources/tribal cultural resources~~properties~~ in the disturbance area. Resources avoided by project design will be identified as environmentally sensitive areas so that these locations are not inadvertently encroached upon during construction. New cultural resources (i.e., those that have not previously been identified or recorded), including tribal cultural resources, identified during preconstruction subsurface explorations, monitoring activities, and ~~as inadvertent discoveries~~ during construction will ~~require testing to assess their research potential and~~ be assessed for eligibility for the listing in the CRHR.

Evaluation efforts will involve archival research~~, and~~ archaeological fieldwork, and Tribal consultation and coordination. Fieldwork methodologies will be tailored to the location, circumstance, and nature of the find. Therefore, it may be appropriate to use mechanical trenching techniques, controlled excavation units, or block exposures, shovel sampling explorations, or any combination of these. All newly identified historic-era resources will be thoroughly mapped, photographed, located through GIS, and recorded on DPR 523 forms. Native American resources will be recorded at the direction of the SSBMI and will be photographed only with their permission. Native American human remains will never be photographed.

If resources are determined to be eligible to the CRHR and cannot be avoided by construction, data recovery will be required. Data recovery may involve archaeological excavation or, for historic-era resources ~~such as hollow sidewalks~~ associated with the RSHS Historic~~al~~ District, detailed recordation on DPR 523 forms. Any Native American belongings or human remains that are collected and are subject to CalNAGPRA, will be returned to the SSBMI who will be compensated for any costs to repatriate the items. No laboratory analysis of Native American belongings is permitted without expressed permission from the SSBMI.

- MM CUL-5. The following measures shall be implemented should construction activities result in the ~~accidental~~ discovery of human remains and associated cultural materials. The SSBMI will have full responsibility for identifying ancestral burials and spiritually associated materials, including soils. The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activities shall comply with applicable state laws. This shall include the following:

- Immediate notification of the coroner of the county in which the project is located.
- In the event of the coroner's determination that the human remains are Native American, notification of the California NAHC, which shall appoint a most likely descendent (MLD) (PRC Section 5097.98).
- SacRT shall make all reasonable efforts to develop an agreement with the SSBMI for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, ~~curation,~~ and final disposition of the human remains and associated or unassociated funerary objects.
- The PRC allows 48 hours for the MLD to make recommendations after access has been allowed to the remains. If the MLD and the other parties do not agree on the reburial method, SacRT shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

The revised project, similar to the 2016 project, would have no direct effect on known historical resources of the built environment, except the loss of 75 feet to each of the canopies at the historic SVS. Although the revised track alignment would result in up to 25 more feet of the canopies being affected, this change would not alter the current configuration of the existing canopies or any other elements of the historical resource that would contribute to its NRHP/CRHR eligibility. Because most of each canopy would remain intact, the umbrella sheds would continue to retain all seven elements of integrity (i.e., location, design, setting, materials, workmanship, feeling, setting) pursuant to Title 36, Section 60.4 of the Code of Federal Regulations (CFR). Furthermore, truncation of the canopies would be conducted so that the end portions would have a finished edge, similar to the current structures. In addition, the historic SVS was fully documented on a Historic American Building Survey form (HABS CA-2340) in 2012 (Yarbrough et al. 2012). This documentation included a detailed description of the canopies and associated photographs, representing their current configuration.

In addition to the canopies, the revised project would involve minor refinements to the relocated SacRT SVS from that described in the 2016 IS/MND. These changes would modify the station's siting (proposed to be slightly closer to H Street), dimensions (slightly longer and wider center-boarding platform), and surrounding circulation plan (eliminated and to be replaced by the City's SVS Area Plan), but they would not compromise the property's historical integrity.

Indirect effects on known historical resources likewise would be less than significant and limited to an additional embedded track along H Street that would not alter the visual, audible, or circulation settings of the historic buildings along this street.

Therefore, with implementation of the revised mitigation measures, MM CUL-1 through MM CUL-5, the impact on the revised project would be reduced to a less-than-significant level.

Conclusion

Revised project implementation would result in a shorter version of the project as described in the 2016 IS/MND, because the trackwork would not extend eastward along F Street to 7th Street through the Railyards area, and no improvements would occur along 7th Street north of H Street. Furthermore, a new station on 7th Street north of F street (at Railyards Boulevard) would not be constructed as part of the revised project. The revised alignment of tracks on H Street from 7th to 5th Streets and the new platform location between the two sets of tracks at the historical SVS would require up to approximately 25 additional feet of the two existing umbrella sheds (contributing elements to the Sacramento Southern Pacific Railroad Station Historic District) than was proposed in the 2016 IS/MND. Although a portion of the shade structures would be removed, most of the 1,000-foot-long canopies would remain intact. The platform canopies would continue to be used for their current purpose and would convey the characteristics of the original structures. Thus, the revised project would not result in new significant impacts or substantially more severe impacts on the Sacramento Southern Pacific Railroad Station Historic District, and therefore would not result in any additional direct or indirect effects compared to the project described in the 2016 IS/MND.

Therefore, the revised project would not result in new significant impacts or substantially more severe impacts on cultural resources. No previously infeasible or new mitigation measures to address cultural resource impacts have been identified, although the previously adopted mitigation measures have been modified to better address the known historical resources in the project area, to be more precise in the types of cultural resources that may be affected, and to better identify protocols for potential discoveries during project construction. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Energy

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	LTS	No	No	No
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	LTS	No	No	No

Discussion

Prior 2016 Analysis. Energy was not part of the 2016 CEQA checklist. Therefore, for this resource, no analysis was included in the 2016 IS/MND, and the significance determinations in the summary table above are shown as N/A.

Revised Project Analysis. The 2019 CEQA Guidelines update included new significance thresholds related to energy. This analysis considers the potential impacts related to energy resources associated with implementation of the revised project, based on the new significance thresholds.

Project construction would result in energy consumption in the form of combustion of fossil fuels (e.g., gasoline, diesel fuel) associated with transportation. Transportation energy use during construction would come from the transport and use of off-road (e.g., construction equipment) and on-road (e.g., worker commutes, material delivery and haul truck trips) vehicles. Construction-related transportation energy use would depend on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. The use of fuel by on--road and off-road vehicles would be temporary and would fluctuate according to the phase of construction. Construction fuel use for the revised project would cease on completion of construction. Based on the anticipated phasing of the revised project, temporary nature of construction, and project type, the revised project would not include unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites. In addition, in accordance with California Air Resources Board

(CARB) Airborne Toxic Control Measures, construction contractors would be required to minimize idling time of construction equipment by shutting off equipment when not in use or reducing idling periods to 5 minutes. These required practices would limit wasteful and unnecessary energy consumption during the temporary construction activities. Therefore, fuel consumption associated with revised project construction is not expected to be inefficient, wasteful, or unnecessary. The impact would be less than significant.

Following construction, because the revised project would be a modification of existing light rail track and an existing light rail station, electricity consumption associated with the revised project is not anticipated to increase substantially beyond existing conditions. The revised project would result in energy consumption associated with the additional electricity required to propel the LRT the 0.6-mile length of new tracks; however, this addition of tracks would not result in a substantial increase in electricity consumption and would be less than that described in the 2016 IS/MND, which included a complete loop track. In addition, the revised project would include lighting at the relocated SacRT SVS platform, but this lighting would replace the lighting at the existing LRT station along H Street and would comply with applicable SacRT design criteria standards, which would require compliance with the energy conservation measures (including energy-efficient lighting) in the California Green Building Standards (CALGreen) and State energy standards under Title 24. Thus, the lighting at the relocated station would be updated and more energy efficient compared to the existing light rail station. Therefore, the revised project would not result in a potentially significant environmental impact because of wasteful, inefficient, or unnecessary consumption of energy resources.

Because the revised project would include the relocated light rail station that would enhance connections to other rail services in the long-term and also provide convenient and safe pathways for pedestrians and bicyclists, it would not conflict with the goals and strategies that promote energy efficiency in the transportation sector, as included in the CARB 2022 Scoping Plan and 2020 MTP/SCS, such as increasing active transportation, reducing VMT, and increasing public transit. Therefore, the revised project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The impact would be less than significant.

Conclusion

No mitigation measures to address impacts related to energy resources have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Geology and Soils

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	NI	NI	No	No	No
ii. Strong seismic ground shaking?	LTS	LTS	No	No	No
iii. Seismic-related ground failure, including liquefaction?	LTS	LTS	No	No	No
iv. Landslides?	NI	NI	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	LTS	LTS	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS	LTS	No	No	No
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	LTS	LTS	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND stated that because no faults traverse the project area, no impact would occur from surface fault rupture. Furthermore, because the project area is flat with no adjacent hillsides, no impact would occur related to landslides. As discussed in the 2016 IS/MND, the potential for strong seismic shaking in the project area was evaluated as part of development of the Sacramento Railyards Specific Plan, adopted in 2016, and the City's SVS Area Plan, adopted in 2021. The evaluation determined that, based on the presence of artificial fill and alluvial deposits at the project site, strong seismic ground shaking could result in direct structural damage and indirect damage from seismically induced liquefaction or settlement. However, as described in the 2016 IS/MND, the project would comply with all applicable regulations, including the American Railway Engineering and Maintenance-of-Way Association's (AREMA) *Manual for Railway Construction* (AREMA 2019), Caltrans requirements for installation of light rail facilities in public streets (Caltrans 2022), the California Building Standards Code (CBC), and City requirements for new stations. Compliance with these regulations and standards would be met so that the trackwork, utility installation, and construction of the relocated station would not present an increased risk from seismic hazards because of strong seismic ground shaking, liquefaction, or seismically induced settlement. Therefore, the impact would be less than significant.

As discussed in the 2016 IS/MND, the project also would comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit requirements to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) and site-specific BMPs, to prevent construction-related soil erosion and sedimentation and protect downstream water quality, so that project construction impacts related to erosion and loss of topsoil would be less than significant. The 2016 IS/MND reported that the results of soil borings for nearby projects indicated the existence of undocumented fill and Holocene deposits in the project area. Thus, encountering

unstable and expansive soils during construction would be possible, with resulting stability issues for project facilities. However, all project facilities (e.g., tracks, station foundations) and the OCS would comply with applicable State and local construction standards and rail-specific industry standards (listed above). Thus, the impact related to unstable and expansive soils would be less than significant.

Because the project would not include installation of septic tanks or wastewater disposal systems, the 2016 IS/MND concluded that no impact would occur related to soil suitability such alternative systems.

As part of the presentation under the Cultural Resources analysis in Section 4.5 of the 2016 IS/MND, the discussion concluded that no construction-related impact would occur on unique paleontological resources, because ground-disturbing activities would occur in Holocene-age sediments, which are not paleontologically sensitive. Because project operations would not include earth-moving activities, the 2016 IS/MND concluded that no operation-related impact would occur on unique paleontological resources.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item c under Cultural Resources, regarding unique paleontological resources and unique geologic features, was moved to the Geology and Soils section. Accordingly, the impact analysis for these topics is presented in this section of this Addendum.

Because no active faults are in or near the project area, no impact would occur from surface fault rupture. As also discussed in the 2016 IS/MND, based on soil borings obtained in and adjacent to the project area, the presence of artificial fill and Holocene-age unconsolidated alluvial deposits indicate that strong seismic ground-shaking on faults in the region could result in damage to SacRT facilities, along with a potential for liquefaction or seismically induced settlement to occur. Revised project facilities would comply with applicable State, local, and industry seismic and construction standards (summarized above in the Prior 2016 Analysis, as excerpted from the 2016 IS/MND), so that the impact associated with strong seismic ground-shaking, liquefaction, and seismically induced settlement would be less than significant. Because the revised project would be constructed on flat terrain, no impact would occur related to landslides or debris flows.

The revised project would comply with applicable design standards and construction regulations, including the NPDES Construction General Permit requirements to prepare and implement a SWPPP along with site-specific BMPs, to prevent construction-related soil erosion and sedimentation and protect downstream water quality, so that the impact would be less than significant. Because of the presence of undocumented fill in the project area, a possibility would exist of encountering unstable and expansive soils during construction, with resulting stability issues for the proposed SacRT SVS platform and the light rail track foundations. However, project facilities would comply with applicable State and local construction standards and rail-specific industry standards (discussed previously), so that the impact associated with unstable and expansive soils would be less than significant. The revised project also would not include installation of septic tanks or wastewater disposal systems, and thus no impact would occur related to soil suitability for alternative wastewater disposal systems.

Like the 2016 project, ground-disturbing activities associated with the revised project would occur in Holocene-age sediments, which are not paleontologically sensitive. The 2016 IS/MND evaluated excavation to a depth of approximately 30 feet below ground surface (bgs) for OCS poles. For the revised project, a similar depth of excavation for the OCS poles is anticipated. Furthermore, under the revised project, excavation would occur in the same geologic formations (i.e., artificial fill underlain by Holocene-age levee and channel deposits, which are present to a depth of at least 60 feet bgs) (Gutierrez 2011; Youngdahl 2014). In addition, project-related operations would not include earth-moving activities. Therefore, the revised project would have no impact on unique paleontological resources.

The American and Sacramento rivers are unique geologic features; however, the project area is not within the viewshed of either river, and no unique geologic features exist at the project site. Thus, no impact would occur on unique geologic features.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts related to geology, soils, or paleontological resources. No new mitigation measures to address geology, soils, or paleontological resource impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in CEQA Guidelines Sections 15162 and 15163 calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Greenhouse Gas Emissions

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	LTS	No	No	No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	LTS	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, project construction would result in greenhouse gas (GHG) emissions associated with off-road and on-road construction equipment use. The analysis in the 2016 IS/MND reported that project construction would generate a total of 364 metric tons carbon dioxide equivalent (MT CO_2e), which would be below the SMAQMD annual threshold of 1,100 MT CO_2e. In addition, the 2016 IS/MND reported that light rail operation would use electric-powered trains, which would result in indirect GHG emissions from electricity consumption. However, the increased electricity use is anticipated to be minimal because of the short length of the new tracks. In addition, the 2016 IS/MND reported that as the electricity service providers increase procurement from eligible renewable energy sources pursuant to Renewables Portfolio Standards (RPS), operational GHG emissions would decrease. Furthermore, the 2016 IS/MND identified that the project is part of the key strategy identified in the City of Sacramento's 2012 Climate Action Plan, and project implementation would introduce a more energy-efficient alternative that would better connect to other transit services and reduce travel by single-occupant automobiles. Therefore, the project would not generate GHG emissions that may have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for reducing GHG emissions. The impact would be less than significant.

Revised Project Analysis. No changes occurred to the environmental checklist items under GHG emissions in the update to CEQA Appendix G. Off-road construction equipment use and on-road vehicles (haul trucks and worker commute vehicles) temporarily would generate GHG emissions

during revised project construction activities, similar to that described for the 2016 project. As shown in Table 3, the revised project is anticipated to generate a total of approximately 644 MT CO_2e. Therefore, although the annual GHG emissions would be higher than the annual GHG emissions presented in the 2016 IS/MND due to the anticipated construction duration, the revised project would not generate emissions that would exceed the SMAQMD annual significance threshold of 1,100 MT CO_2e. The revised project also would generate indirect GHG emissions associated with the additional electricity required to propel the LRT the 0.6-mile length of new tracks. However, this minor addition of tracks would not result in a substantial increase in electricity consumption and would encompass an area smaller than previously identified in 2016. Indirect GHG emissions would continue to decrease over time as electricity retailers would increase their renewable sources of energy, pursuant to the RPS. In addition, because the revised project would be a modification of existing light rail track and an existing light rail station, maintenance activities are not anticipated to increase above existing conditions.

Table 3 Summary of Construction-Related GHG Emissions

Description	Total GHG Emissions (MT CO_2e)
Revised Project Construction Emissions	644
2016 Project Construction Emissions	364
SMAQMD Significance Threshold	1,100
Would Exceed SMAQMD Thresholds?	No

Notes:
GHG = greenhouse gas emissions
MT CO_2e = metric tons carbon dioxide equivalent
SMAQMD = Sacramento Metropolitan Air Quality Management District
Appendix B provides detailed construction inputs and model output files.

Source: Modeled by AECOM in 2024

Since the 2016 IS/MND was adopted, the SACOG MTP/SCS was updated in 2019, the State passed Senate Bill (SB) 32, establishing a 2030 GHG emissions reduction target of 40 percent below 1990 levels, and a 2017 Scoping Plan was adopted by the CARB. The State also passed Assembly Bill (AB) 1279, which established a 2045 emissions reduction target of 85 percent below 1990 levels, and a 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) was adopted by the CARB in 2022. The revised project would continue to include the relocated LRT station that would be part of a larger intermodal transportation facility, to enhance connections with other rail services (as detailed in Section 2). The revised project also would include convenient and safe pathways for pedestrians and bicyclists, which would encourage alternative transportation modes (e.g., walking, bicycling, and public transit), none requiring reliance on fossil fuels. Thus, the revised project would not conflict with the goals and strategies included in the 2022 Scoping Plan and City of Sacramento's Draft General Plan Climate Action and Adaptation Plan for increasing active transportation, reducing VMT, and increasing public transit. Therefore, the revised project would not conflict with any plans, policies, or regulations adopted for reducing GHG emissions. No impact would occur.

Conclusion

Revised project implementation would not result in new significant impacts or substantially more severe environmental impacts from generation of GHG emissions, nor would any change in circumstances occur that would result in new significant impacts or substantially more severe impacts related to GHG emissions. No mitigation measures to address GHG emissions impacts have been identified that would need to be implemented. Although updated plans and initiatives to lower GHG emissions have occurred, no new information of substantial importance has been identified that would indicate a new significant impact would occur. None of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Hazards and Hazardous Materials

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	LTS	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTS	LTS	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NI	NI	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS	LTS	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	NI	NI	No	No	No
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	NI	N/A	N/A	N/A	N/A

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NI	LTS	No	No	No
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As described in the 2016 IS/MND, the project area has been disturbed by commercial and industrial activities, including development and use of transportation facilities and the assembly and maintenance of rail cars and locomotives associated with the historic Southern Pacific Railyards.

The 2016 IS/MND described that project-related construction equipment and project operation and maintenance activities may require the use of minor amounts of products that could be considered hazardous materials, but all products would be applied by SacRT staff or vendors consistent with label requirements, and none would be acutely hazardous. Furthermore, based on the small size of the construction project, the limited number of facilities, and the small length of additional tracks, a potentially significant impact would be limited. Therefore, the impact from routine transport, use, or disposal of hazardous materials would be less than significant.

Much of the remedial activity associated with the former Southern Pacific Railyards has been completed, but minor activity is ongoing in some areas, including the south groundwater plume study area. Thus, the 2016 IS/MND determined that a potential would exist to encounter contaminated soil or groundwater during project construction, from both the perspective of accident or upset and the Southern Pacific Railyards site listing on the Cortese List. However, SacRT would be obligated to follow environmental restrictions contained in the Land Use Covenant and Agreement between the California Department of Toxic Substances Control (DTSC) and the property owner of the Railyards. Two Land Use Covenants are applicable for this project,

the 1994 Sac Valley Station and the 2015 Downtown Railyard Venture. These Land Use Covenants prohibit any excavation, grading, soil removal, or similar construction activities that may disturb native soils or extract groundwater without a DTSC-approved Soil and/or Groundwater Management Plan. The plan would need to include provisions for handling and disposing native soil or groundwater that is encountered during construction. Soil/groundwater disturbance could occur throughout the project, especially during excavation for the installation of the OCS poles because of the proposed depth. In addition, construction worker safety would be regulated by the California Division of Occupational Safety and Health (Cal/OSHA), complying with Title 8 of the California Code of Regulations requirements that protect construction workers from exposure to hazardous substances. Safe handling and disposal of potentially contaminated soil would minimize risks to the environment, construction workers, and the general public. Therefore, the impact would be less than significant.

Because the project area would not be within 0.25 mile of a school or within 2 miles of an airport or airstrip, the 2016 IS/MND determined that no safety hazard impacts would occur related to these uses. Furthermore, the 2016 IS/MND found that because no designated emergency evacuation routes exist in the project area, no impact would occur from interference with emergency evacuation. Furthermore, the 2016 IS/MND reported that the project area was not within any type of wildland fire hazard severity zone, as delineated by the California Department of Forestry and Fire Protection (CAL FIRE). Thus, no impact would occur from wildland fires.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist item f was deleted (and thus the summary table at the beginning of this section indicates N/A for the revised project), item e was updated to include airport noise hazards, and item h was shortened because of the addition of the new checklist section on Wildfire. Accordingly, the impact analysis for the revised project reflects these changes to the Appendix G checklist.

Although operation of light rail vehicles, electrical facilities such as overhead contact wires and charging stations, routine station cleaning, and landscape maintenance activities associated with the revised project may require the use and storage of small quantities of common hazardous materials, such hazardous materials would be handled, managed, and disposed in accordance with applicable federal, State, and local regulations. The revised project, similar to the approved project, would require the removal of a portion of the overhead canopy that was constructed as a shelter for passengers using the original train platforms. Those platforms were relocated in 2012, but the overhead shelters remain and may contain lead. Demolition of these structures would be performed in conformance with California Code of Regulations, Title 8, Section 1532.1, which identifies the testing, assessment, and control protocols and procedures to be followed, as administered by the State Occupational Safety and Health Administration. Therefore, as discussed in the 2016 IS/MND, compliance with these regulations would avoid and minimize potential effects that could occur from the routine transport, use, or disposal of hazardous materials for the revised project. Furthermore, because the light rail vehicles would be electrically powered, little likelihood would exist for release of hazardous materials or waste into the environment from an upset or accident associated with their operation. Additionally, project design would comply with the Sacramento County Area Plan for Emergency Response to Hazardous Materials Incidents

(Sacramento County EMD 2022), and the California Fire Code to avoid hazardous materials incidents. No impact would occur.

The revised project would not place project features within 0.25 mile of an existing or proposed school. The revised project also would not be within 2 miles of a public or public-use airport, or within an area covered by an airport land use plan, and thus the revised project, like the 2016 project, would not result in a safety or airport noise hazard for people residing or working in the project area. No impact would occur.

Since the 2016 IS/MND was prepared, all the streets in the project area (i.e., 5th, 6th, 7th, and H Streets) have been identified as emergency evacuation routes for Sacramento businesses and residents (City of Sacramento 2023a). SacRT would comply with Section 12.20.020 of the City's Municipal Code, which would require submittal to and approval by the City of a Traffic Control Plan, for any work that would obstruct vehicular or pedestrian traffic, as well as would require compliance with local City/Caltrans street standards during project design, to avoid and minimize interference with an adopted emergency response plan or emergency evacuation plan. Therefore, the impact would be less than significant.

The 2016 IS/MND analyses included a comprehensive review of federal, State, and local hazardous materials and hazardous facility databases, to determine whether the project alignment or facilities would be on lands reported to be on the "Cortese List," compiled pursuant to Section 65962.5 of the Government Code. This list identifies hazardous waste and substances sites that could adversely affect public health and the environment because of exposure to contaminated soils or groundwater. In 2023, AECOM performed an updated search of Cortese-listed sites as well as other hazardous materials sites on State databases for the revised project. The same two sites were identified with hazardous groundwater or soil in the project area that were identified for the 2016 IS/MND (SWRCB 2023; DTSC 2023). Both sites are related to past activities and operations of the 244-acre Southern Pacific Railyards. The Railyards were used to maintain and repair trains and resulted in soil and groundwater contamination. Site remediation at the Railyards is ongoing.

Because of former Railyards operations, the South Plume Groundwater Study Area extends approximately 0.5 mile south into downtown Sacramento. Within the plume area, groundwater is contaminated with chlorinated solvents, volatile organic compounds (VOCs), metals, and petroleum hydrocarbons. Groundwater is being actively pumped and treated, both on the Railyards site and near the southern terminus of the plume. In addition, soil vapor extraction of the major VOC source areas is ongoing at the Railyards site. The potential would exist to encounter contaminated soil or groundwater during project construction, which would represent a risk of exposure to the public and construction workers, and to the environment. As discussed in the 2016 IS/MND, for project improvements on lands that are part of (or were formerly part of) the former Southern Pacific Railyards property, SacRT would have to follow environmental restrictions contained in the Land Use Covenants and Agreements between DTSC and the property owner. Environmental restrictions would include preparation of a Soil Management Plan before any excavation, grading, or similar construction activities that may disturb native soils. The plan would need to include provisions for handling and disposing native soil that is encountered

during construction; for the revised project, this could occur during excavation for installation of the OCS poles because of the proposed depth. Safe handling and disposal of potentially contaminated soil would minimize risks to the environment, construction workers, and the general public. During project operation, limited potential for exposure to hazardous materials would exist. Routine landscape maintenance would be required at the relocated SacRT SVS, and SacRT would have to follow post-remediation covenants, including preventing exposure to native soil. Therefore, the impact from exposure to hazardous materials from accident or upset, or from construction in a Cortese-listed site would be less than significant.

CAL FIRE is responsible for mapping areas of significant fire hazards and classifying the areas into fire hazard severity zones. Areas of the state where local governments have financial responsibility for wildland fire protection are identified as Local Responsibility Areas. Within these areas, CAL FIRE identifies areas classified as very high fire hazard severity zones. The project area is within a Local Responsibility Area, and updated CAL FIRE mapping indicates that CAL FIRE has not identified any very high fire hazard severity zones in the project area (CAL FIRE 2023), the same as was reported at the time of the 2016 IS/MND. The nearest very high fire hazard severity zone is on the northeast side of Folsom Lake (in a State Responsibility Area [SRA][2]), approximately 25 miles northeast of the project area. Because the project area is highly urbanized with little vegetation other than scattered urban street trees, no potential exists for wildland fires in the area. Therefore, no impact would occur to people or structures involving wildland fire. For further discussion of wildland fire hazards, refer to the Wildfire section of this Addendum.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts because of hazards or hazardous materials. No new mitigation measures to address hazardous resource impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

[2] Sections 4125–4127 of the California Public Resources Code define an SRA as lands in which the financial responsibility for preventing and suppressing wildland fire resides with the State of California.

Hydrology and Water Quality

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Violate any water quality standards or waste discharge requirements?	LTS	LTS	No	No	No
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	LTS	LTS	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	LTS	LTS	No	No	No
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	NI	NI	No	No	No
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	NI	LTS	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
f) Otherwise substantially degrade water quality?	LTS	LTS	No	No	No
g) Place housing within a 100 year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	NI	N/A	N/A	N/A	N/A
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	NI	N/A	N/A	N/A	N/A
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	NI	N/A	N/A	N/A	N/A
j) Inundation by seiche, tsunami, or mudflow?	NI	N/A	N/A	N/A	N/A

Discussion

Prior 2016 Analysis. As described in the 2016 IS/MND, SacRT would be required to comply with the NPDES Construction General Permit terms and conditions, including preparing and implementing a SWPPP and site-specific BMPs, to prevent construction-related soil erosion and sedimentation and protect downstream water quality. As further described in the 2016 IS/MND, the *Sacramento Region Stormwater Quality Design Manual*, updated in 2018 (Sacramento Stormwater Quality Partnership 2018) outlines planning tools and requirements to reduce urban runoff pollution from operation of new development and redevelopment projects to the maximum extent practicable, and calls for an integrated planning and design approach in which stormwater quality controls are considered early, so that they can be effectively integrated into site design and planning.

SacRT would incorporate the following (or similar) stormwater quality control measures from the manual during project design and construction:

- Incorporate infiltration basins or infiltration trenches in project design
- Include vegetated swales in the landscape plan
- Use low-impact development principles, such as permeable pavement

Therefore, the impact related to violation of water quality standards or waste discharge requirements would be less than significant.

The 2016 IS/MND found that although approximately 2 acres of new impervious surfaces would be added as part of the project, this area would be small in relationship to the surrounding large areas where permeability of surface water to groundwater still would occur. Furthermore, the project would not require groundwater as a source of water supply. Therefore, the 2016 IS/MND determined that impacts related to substantial decrease in groundwater supply or substantial interference with groundwater supply would be less than significant.

Because of the generally flat topography and limited amount of necessary grading, the 2016 IS/MND found that project would not change the existing drainage patterns. Thus, impact from substantial erosion, siltation, or flooding would be less than significant.

With regards to potential exceedance of drainage systems, the 2016 IS/MND found that the potential additional stormwater runoff from the approximately 2 acres of new project-related impervious surfaces would be small compared to the infiltration capacity of the large pervious adjacent areas. Furthermore, a stormwater detention basin is immediately adjacent to the existing and proposed SacRT SVS. Although stormwater runoff quantities associated with the project were unknown, they would be small in the context of local infiltration capacity and drainage infrastructure. Potential changes in drainage and operational water quality issues would be addressed by compliance with existing regulatory programs, including the *Sacramento Region Stormwater Quality Design Manual*, updated in 2019 (Sacramento Stormwater Quality Partnership 2018). Therefore, the no impact on existing or planned drainage systems.

Because the project area is not in a Federal Emergency Management Agency (FEMA) 100-year flood zone, the 2016 IS/MND found that no flood-related impacts would occur, including placement of housing within a flood zone, placement of structures that would impede flood flows, or flooding from levee or dam failure. Furthermore, the 2016 IS/MND found no water bodies in the project area that could result in seiches; tsunamis would not be a hazard; and because the project area has no slopes, no hazard from mudflows would exist. Thus, no impact associated with these types of hazards would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist items for Hydrology and Water Quality were substantially revised. Items g, h, i, and j (as shown in the summary table at the start of this section) related to flooding, seiches, and tsunamis were deleted, and therefore are marked as N/A for the revised project. The flooding thresholds were revised, and the items were reorganized to reflect potential impacts from exceedance of stormwater drainage systems, impedance of flood flows, and risks because of release of pollutants from

inundation. Groundwater impacts were revised and updated to require consideration of groundwater basin management. A new item was added to consider potential conflicts with the groundwater basin management plans per the Sustainable Groundwater Management Act and the appropriate surface water quality control plan. Accordingly, the impact analysis for the revised project reflects these revised thresholds.

The regulations, ordinances, BMPs, and water quality/stormwater management manuals that were covered in the 2016 IS/MND to minimize the potential water quality impacts of project-related construction and operation also would apply to the revised project. Therefore, the impact on water quality, water quality standards, and waste discharge requirements would be less than significant.

The revised project would include relocation of the existing light rail station along H Street to a new location approximately 130 feet north of the existing station, which would be demolished. Minor water use for dust control would occur during project construction. The relocated SacRT SVS would use the same amount water of as the existing station during operations; therefore, the amount of water use for the revised project would not change as compared to that analyzed in the 2016 IS/MND and would not result in a substantial increase as compared to existing conditions. The revised project would result in the creation of approximately 2 acres of new impervious surfaces, the same as the 2016 project. New impervious surfaces associated with development in the project area were accounted in the *South American Subbasin Groundwater Sustainability Plan* (GSP) (Sacramento Central Groundwater Authority et al. 2021). Stable groundwater conditions in the subbasin in terms of groundwater levels, storage volume, and interconnected surface waters have been achieved because of a variety of historically implemented projects and management actions; therefore, the South American Subbasin is not in a condition of overdraft. Based on hydrologic modeling results, the GSP determined that groundwater levels in the South American Subbasin will be sustainable over the 20-year planning horizon (i.e., through 2042) with implementation of the planned projects and the management actions described in the GSP. The 20-year planning horizon includes projected development throughout the area that overlies the South American Subbasin. Therefore, project construction and operation would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge so that sustainable groundwater management of the basin would be impeded. The impact would be less than significant.

As with the 2016 project, stormwater runoff quantities associated with the revised project are unknown but would be small in the context of local drainage infrastructure, because the revised project would result in approximately 2 acres of new impervious surfaces, the same as for the 2016 project. In addition, in 2022, the City approved up to $32 million in bonds for infrastructure improvements in the Railyards area. One of the key improvements would be creation of stormwater outfall projects. These were analyzed in a June 2016 Railyards Specific Plan Update Subsequent EIR that also included the Kaiser Permanente Medical Center and a Major League Soccer Stadium (City of Sacramento 2016b). The chapter on infrastructure in the City's 2021 SVS Area Plan describes the planned storm drain system, including several pipe sections that would pass through the project area, including the site of the relocated light rail station, which would

drain southward toward H Street, then west and north under the UPRR tracks and into a large pumping station near Railyards Boulevard, approximately 1,200 feet to the north. According to the City's Department of Utilities, planned storm drains in the project area should be constructed by the entity that needs them first. Potential changes in drainage would be addressed by compliance with existing regulatory programs, including implementation of drainage design features based on the SVS Area Plan and the *Sacramento Region Stormwater Quality Design Manual* (Sacramento Stormwater Quality Partnership 2018). For example, final project design is expected to include landscaping in pedestrian access areas, permeable pavement, and similar measures. Furthermore, during the construction phase, SacRT would be required to implement an SWPPP, with BMPs designed to control erosion and siltation. Therefore, the revised project would not substantially alter existing drainage patterns or increase impervious surfaces, so that substantial erosion or siltation would occur, or so that the drainage system capacity would be exceeded. The impact would be less than significant.

The 2016 IS/MND determined that no impact would occur on drainage patterns. However, this Addendum acknowledges that with the change in impervious surfaces in the project area, although small and the same as estimated in the 2016 IS/MND, minor alterations in stormwater runoff volumes would occur that would not result in a significant impact but would result in a change better described as less than significant. This revision also would be consistent with the 2016 IS/MND significance conclusion in the Utilities section, regarding storm drainage facilities.

As stated in the 2016 IS/MND, the project area is not within a 100-year flood zone. FEMA classifies the project area and the surrounding area as an unshaded Zone X (i.e., an area of minimal flood hazard) (FEMA 2015). The FEMA classification has not changed since the 2016 IS/MND was adopted. The project area is approximately 1,700 feet east of the Sacramento River; development on both sides of the river is protected from flooding by a levee system. Installation of light rail tracks in the existing streets and relocation of the light rail station approximately 130 feet north of the existing station would not increase the risk to humans or affect structural safety during flooding because these areas are not in a flood zone. Project construction and operation also would not increase the risk of pollutant release related to inundation from a seiche or tsunami, because the project area is approximately 86 miles from the Pacific Ocean, and the flood control levees along the Sacramento River have been designed and engineered to provide flood protection in the event of a seismic seiche on the river. Furthermore, the project area is approximately 22 feet higher in elevation than the Sacramento River. In summary, project construction and operation would not expose people or structures to a significant risk of loss, injury, or death involving flooding, and would not result in an increased risk of pollutant release from inundation. Thus, no impact would occur related to flood hazards.

Because SacRT would comply with State and local construction and operational regulations, permits, and municipal code requirements related to water quality, the revised project would not conflict with or obstruct implementation of the Water Quality Control Plan (Basin Plan) for the Sacramento and San Joaquin river basins. Furthermore, the revised project would not increase the need for groundwater supplies, would result in no change from the approximately 2 acres of new impervious surfaces reported in the 2016 IS/MND, and projected development on the land

that overlies the South American Subbasin (including the revised project) through 2042 was accounted for in the GSP. Thus, the revised project would not conflict with or obstruct implementation of the South American Subbasin Groundwater Sustainability Plan. Therefore, the impact would be less than significant.

Conclusion

Revised project implementation would be consistent with the analysis in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on hydrology or water resources. No new mitigation measures to address hydrologic and/or water quality impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Land Use and Planning

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Physically divide an established community?	NI	NI	No	No	No
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	NI	NI	No	No	No
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	NI	N/A	N/A	N/A	N/A

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, no short- or long-term impacts would occur on land use in the project area. The project would not physically divide an established community, best characterized by the 244-acre Railyards Specific Plan (City of Sacramento 2007), because the SacRT SVS platform and tracks would be constructed in existing public streets and would operate along the SacRT light rail lines. Thus, the project would not divide or increase the separation of established communities in downtown Sacramento or more specifically in the project area. The project would improve connectivity and support travel to major destinations in Sacramento and eventually would provide a critical link that would serve SacRT's Green Line extension to the Sacramento International Airport. Therefore, the project would not create new barriers or physically divide an established community, but rather would be beneficial by improving transit service and circulation in Sacramento. No impact would occur.

The 2016 analysis concluded that the project would not conflict with applicable land use plans, policies, or regulations adopted for avoiding or mitigating an environmental effect. The project would be consistent with the City's General Plan, adopted in 2009 and updated in 2015.

Specifically, the General Plan emphasizes the need for increased transportation uses and development of an integrated and multimodal transit system. Goals and policies outlined in the Mobility Element, the Central City Community Plan, and the Land Use and Urban Design Element support the purpose and objectives of the project, including goals and policies that encourage and focus on creating a multimodal and balanced transportation system that provides transportation facilities to support this network. Because the project would aim to develop a more seamless and efficient transportation network, it would be consistent with the General Plan. In the Railyards Specific Plan as updated, the SacRT SVS is designated as "Transit Use," and the historic SVS is designated "Residential/Mixed Use." Because the project would develop more transit opportunities and would support the higher densities and mixed uses by providing access, mobility, and an alternative to cars, the 2016 IS/MND determined that the project would be consistent with the General Plan and Railyards Specific Plan, as updated. Because the project would support projected and planned growth and would benefit surrounding land uses by improving access to commercial and residential development in the vicinity of SacRT's light rail stations throughout downtown, it would not conflict with applicable land use plans, policies, or regulations. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist item c (shown in the summary table at the start of this section) regarding a habitat conservation plan or natural community conservation plan conflicts was removed. Accordingly, the summary table indicates N/A for item c for the revised project. Furthermore, environmental checklist item b was revised to evaluate whether a conflict with a land use plan, policy, or regulation could cause a significant environmental impact, rather than simply determining whether a conflict could occur.

The revised project would not create new barriers or divide existing neighborhoods in the project area; rather, it would maintain connectivity with SacRT light rail and bus services as well as with the passenger rail and long-haul bus operators that serve the project area. In addition, the City's 2021 SVS Area Plan includes SacRT's SVS relocation and integrates the light rail station with its other transportation improvements, including the bus mobility center, local bus stops, and a new station concourse to the passenger rail platforms, all within walking distance.

Although the SACOG MTP/SCS was updated in 2016 and 2019 with revised land use objectives, the goals and strategies of creating transit-oriented neighborhoods and expanding public transit to accommodate projected growth continue to be guiding principles and policies of this regional plan. The revised project, although shorter and smaller in scope than the project discussed in the 2016 IS/MND, would be consistent with the SACOG 2020 MTP/SCS objectives to expand regional and local rail to connect housing and employment opportunities in existing downtowns and commercial corridors (SACOG 2019).

The revised project is included in the City's adopted 2035 General Plan and would help accommodate and serve growth in identified housing and job growth priority areas (City of Sacramento 2015). The revised project would support Policy M 3.1.1, which states that the City shall support a well-designed transit system (City of Sacramento 2015).

Currently, the City is updating its 2035 General Plan. Policy M 5.2 of the Draft 2040 Sacramento General Plan states that the City shall work to establish Sacramento Valley Station as the premier regional transit hub of Northern California, linking regional rail, light rail, bus, and high-speed rail service, and plan for the expansion of rail service to strengthen connections between Sacramento, the Central Valley, the Bay Area, Northern California, and beyond (City of Sacramento 2023a). The SacRT SVS relocation has been coordinated with the City's SVS Area Plan and is a key element of the intermodal transit hub envisioned by the City.

The revised project also would not result in a significant impact because of conflicts with the City's Climate Action Plan, which supports increased transit use in existing urbanized areas and promotes a well-connected urban pattern with lower automobile dependence, by leading and planning for infill growth and development (City of Sacramento 2021a). Instead, the revised project would continue to provide transit accessibility for infill growth and development, proposed by the City in the project area. The revised project also would be consistent with the Central City Specific Plan and SVS Area Plan that also promote a well-connected transportation system, improved mobility, and increased prominence of transit in downtown Sacramento and surrounding areas (City of Sacramento 2018, 2021c). Therefore, the revised project would not create a significant environmental impact because of a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on existing land uses. No mitigation measures to address land use impacts have been identified that would need to be implemented because of changed conditions. Although new local and regional plans have been adopted since the 2016 IS/MND, they continue to support streetcar service, and the revised project would help fulfill the use of transit to accommodate new development. No other new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Mineral Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	NI	NI	No	No	No
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND identified the project area to be in Mineral Resource Zone 1, using the California Geologic Survey report (CGS 1999). The project would be constructed in an area where no significant mineral deposits exist, and where no known important mineral deposits or mining activities have taken place. Thus, no impact would occur on mineral resources.

Revised Project Analysis. No changes occurred to the environmental checklist items under mineral resources in the update to CEQA Appendix G.

Because the 2016 IS/MND was adopted more than 7 years ago, the California Geologic Survey Mineral and Land Classification Map was reviewed, to determine whether the revised project still would be in Mineral Resource Zone 1. The California Geological Survey published an updated *Mineral Land Classification Map of Concrete Aggregate In the Greater Sacramento Area Production-Consumption* region, indicating that the revised project would remain in an area classified as Mineral Resource Zone 1 (CGS 2018). Therefore, the mineral resource classification has not changed. No impact would occur on mineral resources.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND. The revised project changes would not result in new significant impacts or substantially more severe impacts on mineral resources, nor would any change in circumstances occur that would result in significant or substantially more severe mineral resource impacts. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Noise

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS-M	LTS-M	No	No	No
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	LTS-M	LTS-M	No	No	No
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	LTS-M	LTS-M	No	No	No
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	LTS	LTS	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	NI	NI	No	No	No
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND assessed the project for compatibility with the City's noise element and noise ordinance, as well as with the Federal Transit Administration (FTA) noise and vibration thresholds. An FTA severe impact qualifies as a CEQA significant impact, where mitigation must be incorporated, and an FTA moderate impact qualifies as a CEQA less-than-significant impact. With respect to vibration, FTA considers an impact to occur when predicted levels of ground-borne vibration or groundborne noise exceed the applicable threshold or no impact when the predicted levels are below the applicable threshold.

A noise and vibration analysis was conducted for the 2016 IS/MND. Sensitive receptors within 350 feet of the rail alignment were evaluated for excessive noise and vibration exposure. This potential impact distance assumed that sensitive receptors would have a direct line-of-sight to the noise and vibration from project construction and operations and, thus, the greatest potential to be exposed to noise and vibration levels above the applicable thresholds. If intervening buildings could block or obscure that line-of-sight, the potential impact distance was reduced to 175 feet.

The analysis concluded that project operation would result in a potentially significant impact at some locations. Specifically, elevated noise levels were predicted at sensitive receivers in the vicinity of 7th Street and F Street (multi-family residential complex) and 7th Street and H Street (detached residential homes). At these intersections, special trackwork (where tracks cross) could produce noise, and sharp curves could produce wheel squeal noise, both sufficient to be annoying. These elements would increase noise above that generated by steel wheels rolling on steel rails and would be the cause of operations noise impacts. No other land uses, including the courts, were predicted to be exposed to noise levels above the applicable standards for the other land uses. To address the potential impacts at the residential receivers, two mitigation measures were proposed for implementation to reduce the noise impact from operations to a less-than-significant level. MM NOI-1 would require use of low-impact frogs at the two intersections to reduce noise from the special trackwork. (A low-impact frog smooths the transition, or gap where the tracks cross and can reduce the increased noise levels by approximately 5 decibels (dB) for noise and 2.5 VdB for vibration.) MM NOI-2 would require rail curve grease application at sufficient intervals and quantities to minimize wheel squeal at the two intersections.

Regarding vibration, excessive vibration levels were predicted at sensitive receivers at the same two locations where elevated noise levels were identified. At the intersections of 7th and F streets and 7th and H streets, the special trackwork would increase vibration above that generated by steel wheels rolling on steel rails and would cause operations vibration impacts. Implementation of MM NOI-1 would require use of low-impact frogs at the two intersections, which also would reduce the vibration impact from the special trackwork to a less-than-significant level.

Construction activities would be a temporary noise source, with noise levels depending on the type of equipment, the duration of use, and the proximity to sensitive receivers. SacRT would require its construction contractors to comply with City requirements for noise control (Sacramento Municipal Code, Section 8.68). The ordinance exempts construction activities from

the noise limits between 7 a.m. and 6 p.m. Monday through Saturday and between 9 a.m. and 6 p.m. on Sundays. Noisy construction equipment is prohibited during the nighttime hours (10 p.m. to 7 a.m.). The 2016 IS/MND concluded that by complying with these requirements, construction noise impacts would be less than significant. Construction vibration was not addressed in the 2016 IS/MND.

No impact was identified for noise related to proximity to public airports and private airstrips. Comprehensive land use maps for all airports in the project vicinity indicated that the project area is outside the boundaries of all airport plans. The project would not increase the exposure of residents or workers near the airports to more noise. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist items related to noise and vibration were consolidated from six items to the current three. Specifically, checklist items c and d were consolidated with a and b, respectively, and checklist items e and f were combined. To analyze the revised project and evaluate its impacts relative to the 2016 IS/MND, a more refined noise and vibration study was prepared for this Addendum. The study included noise measurements and vibration propagation testing to define potential impacts more clearly in the project area. Information in this section of the Addendum is summarized from the technical study, provided in Appendix C to this Addendum.

Relocation of the tracks and light rail station was assessed for compatibility with the City's General Plan noise element and noise ordinance, as well as the FTA noise and vibration thresholds. The same impact methodology used in the 2016 IS/MND was applied for this Addendum (i.e., sensitive receptors within 350 feet [175 feet if intervening buildings] of the rail alignment were evaluated for excessive noise and vibration exposure). Figure 15 shows the locations of sensitive receptors and the land use type analyzed, as well as the locations of the noise and vibration measurements taken to record ambient conditions. Historic structures were considered only for construction vibration exposure because the building use is not noise or vibration sensitive in terms of operations. The City's 2021 SVS Area Plan (City of Sacramento 2021c: Chapter 6) identifies mixed-use land development around the relocated SacRT SVS. Even where commercial development would occur (e.g., for R4 and R5 on Lot 40, adjacent to the SacRT SVS), residential noise and vibration limits were applied to conservatively identify potential impacts. The analysis concluded that project operation would result in a less-than-significant impact with mitigation implemented, as specified in the 2016 IS/MND and adopted as part of the approved project.

The noise study reaffirms that ambient noise could permanently increase beyond significance thresholds (a severe FTA impact) without implementation of MM NOI-1 and MM NOI-2. The significant impacts were predicted at the R2 multi-family residential complex (720 7th Street) in the vicinity of the 7th Street and H Street intersection, where a 7-dB increase in noise from existing conditions is predicted but the threshold per FTA, based on existing noise levels, would be a 2.8 dB increase for a severe impact. With the adopted mitigation measures, the noise impact would be less than significant.

Figure 15 Sensitive Receptors and Noise and Vibration Measurement Locations

Source: Cross-Spectrum Acoustics 2023

The IS/MND low-impact frog mitigation measure (MM NOI-1) and wheel squeal mitigation measure (MM NOI-2) also applied to the 7th Street and F Street intersection for the 2016 project. Because this intersection and the light rail operations through it would not be part of the revised project, the low-impact frogs and rail grease at this intersection would not be required. A less-than-significant impact also was predicted at the C3 institutional uses (i.e., County and federal court buildings) and would not require implementation of mitigation measures.

For undeveloped parcels adjacent to the relocated SacRT SVS, implementation of mitigation is recommended only if building façades are constructed within the significant impact screening distances listed in Table 4. Building designs showing placement of structures in the project vicinity are not available, and therefore no additional noise mitigation is recommended for the revised project. Future development in the parcels should consider potential noise impacts and appropriate mitigation. Noise limits may be lower than the residential (FTA Category 2) limits if the use is highly sensitive to noise (e.g., a recording studio or performance space). The results for institutional (FTA Category 3) limits also are shown in the table.

Table 4 Significant Noise Impact Screening Distances for Planned Future Land Use Types

Receiver ID[a]	Distance[b] to FTA Cat. 2 CEQA Significant Impact: without mitigation (feet)	Distance[b] to FTA Cat. 3 CEQA Significant Impact: without mitigation (feet)	Distance[b] to FTA Cat. 2 CEQA Significant Impact: with Rail Grease (feet)	Distance[b] to FTA Cat. 3 CEQA Significant Impact: with Rail Grease (feet)
R3	98	NPI[c]	NPI	NPI
R4	68	NPI	23	NPI
R5	NPI	90	NPI	NPI
R6-R8	NPI			

Notes:

a. The assumption is that none of the land uses are FTA Category 1 (highly sensitive). Refer to Figure 15for receiver locations.

b. For FTA Category 2, existing noise is L_{dn} (24-hour average with nighttime penalized), and distance is based on L_{dn} exceedance. For FTA Category 3, existing noise is L_{eq} (loudest hour average), and distance is based on hourly L_{eq} exceedance.

c. NPI means that no impact is possible for the FTA Category of Building presented. NPI is assigned when the impact threshold distance is shorter than the minimum distance between the receiver parcel and the alignment.

Source: Cross-Spectrum Acoustics 2023

Regarding vibration, near the project alignment, the vibration study reaffirmed that the revised project could generate excessive vibration without implementing MM NOI-1 (the same mitigation measure as for noise). A less-than-significant impact was predicted at the multi-family residential complex (720 7th Street) near the 7th Street and H Street intersection, with the mitigation measures implemented as part of the revised project. Application of the previously adopted mitigation measures would reduce the vibration impact to a less-than-significant level. The 2016 IS/MND low-impact frog mitigation measure (MM NOI-1) also would be applied to the 7th Street and F Street intersection. Because this intersection and the light rail operations through it would not be part of the revised project, low-impact frogs no longer would be required at this location.

As described above, the revised project would eliminate previously identified significant noise and vibration impacts for specific sensitive receptor locations. Accordingly, the previously adopted mitigation measures likewise are amended to reflect where they would be implemented, as follows:

- MM NOI-1. During final design, SacRT will specify that low-impact common crossings (frogs) be installed at the ~~7th Street and F Street and~~ 7th Street and H Street intersection~~s~~.
- MM NOI-2. During operations, SacRT will apply rail curve grease at the ~~7th Street and F Street and~~ 7th Street and H Street intersection~~s~~. Applications will be made at sufficient intervals and quantities to minimize wheel squeal during normal operations.

For undeveloped parcels adjacent to the proposed SacRT SVS location, mitigation would be implemented only if building façades are constructed within the significant impact screening distances listed in Table 5. Building designs showing placement of structures in the vicinity are not

available, and therefore no additional vibration mitigation is recommended for the revised project. Future development in the parcels should consider potential vibration impacts and implementation of appropriate mitigation measures. Vibration and groundborne noise limits may be lower or higher than the applied residential limits; lower limits would apply if land use highly sensitive to vibration or groundborne noise occurs (e.g., a recording studio or medical facility with vibration-sensitive equipment). Only the results for residential (FTA Category 2) limits are shown in the table.

Table 5 Significant Vibration and Groundborne Noise Impact Screening Distances for Future Planned Land Use Types

Receiver ID[a]	Distance to FTA Cat. 2 CEQA Significant Impact (feet)
R3	10
R4	15
R5	10
R6-R8	NPI[b]

Notes:

a. The assumption is that all land uses are FTA Category 2 (residential). Refer to Figure 15 for receiver locations.

b. NPI means that no impact is possible for the FTA Category of Building presented. NPI is assigned when the impact threshold distance is shorter than the minimum distance between the receiver parcel and the alignment.

Source: Cross-Spectrum Acoustics 2023

A smaller distance to impact could apply to institutional (FTA Category 3) vibration limits, because the vibration source would need to be closer to the building to result in an impact; however, reducing the distance any amount would result in a ground-borne noise impact for either Category 2 or 3, which would have the same limits for ground-borne noise. Therefore, just one distance is shown for each receiver.

For construction, the revised project study reaffirmed that the construction impact would be less than significant based on City requirements and SacRT's protocols. SacRT's standard practice is to require its construction contractor to comply with local requirements and obtain requisite permits. Local regulations are codified in Section 8.68 of the Municipal Code, which allows daytime construction noise as described previously. If nighttime construction is necessary, residential nighttime noise limits should comply with FTA criteria of 80 A-weighted decibels (dBA) equivalent sound level (L_{eq}) (Cross-Spectrum Acoustics 2023). SacRT would require its construction contractor to coordinate with the City on these standards, and if needed, to prepare and implement a plan to demonstrate that, for the specific construction equipment activities required for the revised project which are defined as the project advances towards final design, the noise control measures would satisfy the daytime and nighttime noise criteria during construction. Common measures to reduce noise to acceptable levels may include but are not limited to using quieter equipment; staging away from sensitive receivers; limited idling; installing temporary noise barriers; and routing construction-related truck traffic away from sensitive receivers.

Regarding construction vibration, avoiding use of equipment that generates high vibration levels near structures and limiting use of other construction equipment close to structures would avoid potential damage. The noise and vibration technical study (Cross-Spectrum Acoustics 2023) discusses such equipment and proximity limits to fragile structures, including the historic Old Folsom Powerhouse, and thresholds below which damage to different types of structures would not be expected. Because local jurisdictions commonly do not have vibration limits, FTA's criteria are often used to assist with significance determinations and are particularly relevant for transit projects. The City's Draft General Plan Update (City of Sacramento 2023b) in the Environmental Resources and Constraints (ERC) Element includes Policies ERC-10.5, ERC-10.6, and ERC-10.7 that specifically reference use of City or FTA criteria for interior vibration effects; consideration of potential effects of vibration when reviewing new residential and commercial projects proposed in the vicinity of light rail lines; and preparation of a plan to survey, manage, and monitor vibration near historic buildings and archeological sites. The General Plan Update is expected to be adopted by the City in 2024 (targeted for February or March). The above-referenced policies are identical to the 2035 General Plan Environmental Constraints vibration policies (EC 3.1.5, EC 3.1.6, and EC 3.1.7), except that ERC-10.7 includes the addition of a Pre-Construction Survey and Vibration Management and Monitoring Plan. As described above for construction noise, SacRT would require its construction contractor to coordinate with the City if concern arises over construction vibration. If needed, the construction contractor could prepare and implement a plan to identify vibration control measures and minimum distances from structures, to avoid damage to the structures along the corridor and a process of surveying preconstruction conditions, managing vibration activities, and monitoring construction effects.

The revised project analysis reaffirmed that no impact would occur from noise related to proximity to public airports and private airstrips.

Conclusion

Revised project implementation would not result in new or substantially more severe significant noise and vibration impacts. Implementation of MM NOI-I and NOI-2 were approved by the SacRT Board in 2016, to address potential impacts, and these mitigation measures still would be necessary to reduce the impacts to less-than-significant levels for sensitive receivers in the vicinity of the 7th Street and H Street intersection. These mitigation measures no longer would apply to the 7th Street and F Street intersection, because the revised project would terminate well beyond the noise and vibration screening distances to that intersection.

No further new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Population and Housing

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	NI	NI	No	No	No
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	NI	NI	No	No	No
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The analysis in the 2016 IS/MND concluded that no impact related to population and housing would occur because the project was not expected to induce substantial population growth to the area beyond that projected in the City's General Plan and the Railyards Specific Plan as updated, and no additional rights-of-way would be acquired that could result in land acquisition of existing residences or businesses. Project implementation would not cause substantial population growth, either directly or indirectly, but would be consistent with the growth forecasts locally and regionally. Specifically, the City's General Plan prioritizes development where transportation already exists or is planned to exist, and thus the project would serve this growth in areas where it is planned and targeted. Because the project facilities would operate generally within existing public rights-of-way and the site for the relocated light rail station is undeveloped but previously approved for transit-related improvements, no displacement of existing housing or people was identified. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item c (shown in the summary table at the start of this section) regarding displacement of substantial numbers of people was combined with item b. The 2016 IS/MND significance conclusions also

would apply to the revised project, which would continue to be implemented within the previously defined project footprint and would not require displacement of residences or businesses. The population and employment growth that would occur in the project area is planned for and encouraged by the City's General Plan land use map, the Railyards Specific Plan as updated, and the SVS Area Plan.

At the time of the 2016 IS/MND adoption, the City of Sacramento had just adopted its General Plan Update in 2015. This document continued to include the goal of prioritizing housing development where transportation already exists or is planned to exist in the future. As discussed previously under Land Use and Planning, the City of Sacramento currently is updating the General Plan (the Draft 2040 General Plan) and has adopted the 2021 SVS Area Plan. Both plans include the revised project as a transit improvement that would support development in the SVS area and maintain transit accessibility for existing and future residents, employees, and visitors (City of Sacramento 2023b). Because regional and local plans would direct growth to areas served or planned for transit service, the revised project would not induce substantial unplanned growth; rather, it would support and serve that growth in accordance with City plans.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on population and housing. No mitigation measures to address population and housing impacts have been identified that would need to be implemented because of changed conditions. Although new information and growth forecasts exist, this new information reinforces the nexus between future development and transit, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Public Services

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
• Fire protection?	NI	NI	No	No	No
• Police protection?	NI	NI	No	No	No
• Schools?	NI	NI	No	No	No
• Parks?	NI	NI	No	No	No
• Other public facilities?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The analysis in the 2016 IS/MND reported that public services are provided by the City and concluded that the project would have no impact on public services, because it would not result in an increase in population that could increase the demand for these services. The project would not include new residential, commercial, or industrial developments that would induce growth and thereby demand for these public services. Likewise, as described above under Population and Housing, the project would not contribute to unplanned growth, and thus it would not contribute to demand for the service and facilities addressed by this environmental topic. No impact would occur.

Revised Project Analysis. No changes occurred to the environmental checklist items under public services in the update to CEQA Appendix G. The same conclusions summarized for the 2016 IS/MND would apply to the revised project, which similarly would not result in a change in

population that could increase demand for public services or require a physical alteration to existing public facilities to maintain existing service levels. Also, the revised project, as explained earlier under Land Use and Planning and under Population and Housing, would not include new land uses or intensification of existing land uses that would lead to substantial growth and result in an increased demand for public services, requiring new or physically altered facilities, the construction of which could cause significant environmental impacts. Therefore, under the revised project, no impact would occur on public services, similar to the 2016 project.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on public services. No mitigation measures to address public services impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Recreation

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	NI	NI	No	No	No
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND identified the following parks and recreational areas less than 0.5 mile from the new track alignment and the relocated SacRT light rail station: Cesar Chavez Plaza Park, Zapata Park, and River Walk Park (located across the Sacramento River). The analysis concluded that no impacts would occur on recreational resources, because the project would not result in a direct or indirect increase in population in the study area beyond that already included in local and regional plans. Therefore, the project would not create a demand for recreational facilities.

In addition, the analysis concluded that no recreation-related impacts would occur on the environment, because the project would not include construction or expansion of recreational facilities. Therefore, the project would not result in any environmental impacts associated with development or expansion of recreational facilities. No impact would occur.

Revised Project Analysis. No changes occurred to the environmental checklist items under recreation in the update to CEQA Appendix G. The revised project, similar to the 2016 project, would not include any project elements that would increase local population, nor would it propose development of new or expansion of existing recreational facilities. As discussed in the Population and Housing section of this Addendum, the population and employment growth that would occur in the project area is included in the City's General Plan's land use map, Railyards

Specific Plan as updated, and 2021 SVS Area Plan. The revised project would not generate this growth, as explained earlier in the Land Use and Planning and the Population and Housing sections of this Addendum, and would not result in a direct or indirect increase in population in the study area beyond that already included in local and regional plans. Therefore, the revised project would not create an increase in demand for recreational facilities. Furthermore, the revised project would not result in recreation-related physical impacts on the environment, because it would not include construction or expansion of recreational facilities. Like the conclusions made in the 2016 IS/MND, no impact would occur on recreational facilities with implementation of the revised project.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on recreational resources. No mitigation measures to address recreational resources effects have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Transportation

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	LTS	LTS	No	No	No
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	NI	N/A	N/A	N/A	N/A
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	NI	N/A	N/A	N/A	N/A
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NI	NI	No	No	No
e) Result in inadequate emergency access?	NI	NI	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As analyzed in the 2016 IS/MND, the project would not conflict with applicable transportation plans or policies. Applicable plans that were reviewed included SACOG's 2012 MTP/SCS and the City's General Plan, adopted in 2015.

The prior analysis concluded that the project would support long-term plans to extend Green Line light rail service to the airport by relocating the existing LRT station from H Street, providing double-tracking, and accomplishing this by not affecting pedestrians, cyclists, or transit service in the project area. Some project elements would change traffic operations at adjacent intersections and how trains, vehicles, bicyclists, and pedestrians would access and travel through the project area. The changes generally would be attributable to modifications of the transportation network to improve transit service and accommodate improved access to transit stations, consistent with City and SacRT plans, policies, and design standards. Most notably, this would include adding a second light rail track, to provide for more efficient and reliable light rail service. The new second light rail track on H Street, between 6th Street and 7th Street, would reduce the number of eastbound vehicle travel lanes from two to one. According to the City's General Plan, transit, bicycle, and pedestrian travel in the downtown core is prioritized over vehicle traffic (General Plan Policy M 1.2.2). Thus, project operation would not conflict with applicable plans, ordinances, and policies adopted with the goal of enhancing and promoting alternative modes of travel.

The prior analysis concluded that the project would not affect the applicable congestion management program because the project area is in Sacramento County, which does not have a congestion management program. The project also would have no impact on air traffic patterns because it would not operate near airports or on safety hazards, because it would be designed to comply with applicable local and State safety standards and regulations for travel in public rights-of-way and at-grade crossings of other railroad tracks.

The 2016 IS/MND also determined that the project would not result in inadequate emergency access, because all project elements would be designed and constructed in compliance with City and SacRT design standards. The project would retain emergency access to the station area via H Street. Thus, no impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item b (shown in the summary table at the start of this section) regarding conflict with an applicable congestion management program and level of service was deleted and replaced with a new significance threshold regarding VMT. Checklist item c regarding project impacts on air traffic patterns also was removed. Because these checklist items are not relevant to the revised project's environmental impacts, the summary table indicates N/A for these items.

New Plans and Policies. Since adoption of the 2016 IS/MND, the City and SACOG have adopted new plans and policies affecting transportation locally and regionally. The following relevant plans would affect the circumstances under which the revised project would be implemented:

- SACOG adopted the 2016 and 2020 MTP/SCS. Both MTP/SCS plans include the Green Line SVS Loop in their project list, so that the revised project, although only completing a portion of the loop track (the complete loop is planned by SacRT in a subsequent phase), would support and not conflict with these key planning documents governing transportation improvements locally and regionally.
- The City adopted its Sacramento 2035 General Plan in 2015 (several months before completion of the 2016 IS/MND). This General Plan provides text describing the project and a map showing the SacRT Green Line improvements, including a relocated station and the loop track through the Railyards (i.e., the project as per the 2016 IS/MND). The automobile level of service (LOS) policies and standards remained unchanged in the 2015 General Plan from the policies applicable in the General Plan at the time the 2016 IS/MND was prepared. On April 28, 2023, the City published the Draft Sacramento 2040 General Plan, which emphasizes the use of transit, walking, and bicycling. The revised project would be consistent with and would not conflict with the City's 2035 or Draft 2040 General Plans.
- The City adopted Grid 3.0 (City of Sacramento 2016c) and the Central City Specific Plan (CCSP) (City of Sacramento 2018) to plan for enhanced mobility in downtown Sacramento. Grid 3.0 is the City's plan to integrate several planned transportation improvements and programs, and to further enhance the downtown grid. Grid 3.0 identifies a future transportation network and a list of projects that are needed to provide improved mobility and access, protect residential neighborhoods, optimize the interaction of transportation modes, provide an appropriate amount of parking at acceptable price levels, and provide safe and efficient connections to the surrounding areas. The preferred transit network that is identified in Grid 3.0 shows the SacRT Green Line improvements in the project area (i.e., the project as per the 2016 IS/MND). The CCSP serves as a guide to inspire continued growth and evolution of Sacramento's Central City. The mobility system in the CCSP area incorporates recommendations from Grid 3.0, which documents the City's planning efforts to define the future of the Central City's mobility network, including

the Green Line improvements in the project area. As explained in Section 2, the revised project would be the initial phase of the proposed loop track and the Green Line improvements in the project area. Therefore, the revised project would support fulfillment of Grid 3.0.

- The Cities of Sacramento and West Sacramento collaborated to complete the I Street Bridge Deck Conversion for Active Transportation Project Feasibility Study in 2019. The I Street Bridge Deck Conversion for Active Transportation Project proposes to maintain and improve active transportation use on the upper deck of the existing I Street Bridge after vehicle traffic is removed as a part of the new C Street Bridge Project. The proposed alternative approach ramp alignments and the connections to the current and planned pedestrian and bicycle network in Sacramento are west of the project alignment, and the revised project would not interfere or impede this active transportation project.
- In May 2021, the City Council approved the SVS Area Plan. The plan includes provisions for a double-track light rail loop through the station area and realignment of the existing light rail station from its current east/west alignment to a north/south alignment (i.e., the project as per the 2016 IS/MND). The revised project would be the initial phase of the full loop track approved as part the 2016 project, and therefore would be consistent with and supportive of the City's SVS Area Plan.

As discussed above, the revised project would be consistent with the applicable plans governing transportation goals, strategies, and improvements, including the SACOG 2020 MTP/SCS, Sacramento 2035 General Plan, Grid 3.0, CCSP, and SVS Area Plan.

In addition to the planning documents described above, the Phase 1 Railyards Roadway Infrastructure involving the extension of 5th and 6th Street north to Railyards Boulevard and construction of Railyards Boulevard have been completed. These roadway projects were known and anticipated in the 2016 IS/MND and do not represent new information or changes to the circumstances under which the revised project would be implemented. Their implementation would not introduce new or substantially more severe significant impacts than reported in the 2016 IS/MND.

Street Configuration Changes and Safety. The revised project would provide a second light rail track on H street from 7th Street to just west of 5th Street, where the new double-track LRT line would turn north and serve the new SacRT SVS in a center platform configuration. These components of the revised project would be virtually the same as those identified previously in 2016, with the only substantive changes being the southerly track along H Street shifting a few feet further south and the station site moving south slightly to accommodate the storage tracks north of the station. H Street is a one-way street between 5th and 7th Streets. An eastbound left turn lane on H Street at 6th Street, approximately 100 feet in length, would be removed as part of the revised project. The number of through travel lanes on the segment of H Street, between 6th Street and 7th Street, would be reduced from two lanes to one lane. This change would be consistent with previous 2016 plans for the project and the Downtown/Riverfront Streetcar project, would not be a change in the street configuration because of the revised project, and would allow the City to expand the existing bicycle facility on the south side of H Street from a

4-foot, one-way eastbound lane to a 12-foot two-way separated cycle track as part of a planned future project. Because the revised project would be designed in accordance with SacRT and City design standards, the changes to the street configuration and the LRT operations in the project corridor, the revised project would not be expected to result in increased hazards because of a design feature (e.g., sharp curves or dangerous intersections). As part of its future design phase, SacRT would coordinate with the City to identify and incorporate into its construction contracts required signal modifications, street markings, and other safety features, to minimize conflicts between vehicles, pedestrians, bicyclists, and the LRT.

Emergency Access. Existing emergency access to the north side of the historic SVS is provided via H Street (i.e., the entrance on the west leg of the intersection of H Street and 5th Street) or F Street (i.e., the entrance via the west leg of the intersection of F Street and 7th Street). The two-lane, two-way segment of H Street and its connection to the intersection of H Street and 5th Street would not be changed by the revised project, so that emergency access to the south side of the relocated SacRT SVS would be maintained via H Street. The tracks to be constructed by the revised project north of the new platform would be used to store LRTs that are not in operation during an interim period before completion of the full SVS loop track. The tracks north of the relocated SVS platform would extend onto the current alignment of a paved access road that connects to the west end of F Street. The end of the trackwork and any stored LRTs on those tracks would be about 150 feet west of the 5th Street Overpass, which would allow emergency vehicles to serve the station from F Street during the interim period when LRTs are stored north of the station platform. As discussed in the 2016 IS/MND, emergency access to and from the station and through the project area where LRT service would be provided would be retained and would not impede that access. Therefore, no impact would occur on emergency access because of the revised project.

Vehicles Miles Traveled. Section 15064(b) of the CEQA Guidelines contains criteria for analyzing transportation impacts associated with VMT. The guidelines state: "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements."

The OPR Technical Advisory (OPR 2018) indicates that transit and active transportation projects generally reduce VMT, and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743, by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed-use- development.

Because the revised project, like the 2016 project, would be a rail project, modifying an existing light rail track and an existing light rail station, the impact on VMT would be less than significant.

Conclusion

Revised project implementation would result in a shorter version of the 2016 project and a smaller footprint than was analyzed in the 2016 IS/MND. Therefore, the revised project would not result in additional transportation impacts beyond those previously identified. The previously identified transportation and circulation impacts that were determined to be less than significant also would apply to the revised project. Thus, the proposed changes to the 2016 project would not result in new significant impacts or substantially more severe impacts on traffic and circulation. Although new plans and circulation improvements have been implemented or are proposed, they also would not cause a change in circumstances that would result in significant or substantially more severe traffic and circulation impacts that would require major revisions to the 2016 IS/MND. Furthermore, no previously infeasible or new mitigation measures to address traffic and circulation impacts have been identified. Therefore, no new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Tribal Cultural Resources

:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	LTS-M	LTS-M	No	No	No
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	LTS-M	LTS-M	No	No	No

Discussion

Prior 2016 Analysis. As part of the 2016 IS/MND, tribal cultural resources were discussed and evaluated in the Cultural Resources section. As part of that assessment, six Native American tribes and individuals identified by the Native American Heritage Commission (NAHC) were contacted

in 2015, to notify the tribes about the project and request information and concerns in accordance with AB 52. Responses were received from the United Auburn Indian Community of the Auburn Rancheria (UAIC) and the Wilton Rancheria. The UAIC requested consultation, while the Wilton Rancheria acknowledged receipt of the letter. In a separate request submitted to the NAHC, information from the Sacred Lands Files was sought. The results of that database search by the NAHC identified no positive results (i.e., no identified Sacred Lands in the project vicinity).

Information on tribal cultural resources was included in the 2016 IS/MND, which described the prehistoric and ethnographic context, listed previous cultural investigations based on archival research at the North Central Information Center, and identified the following two previously recorded cultural resources within the project disturbance area.

- Resource P-34-002358, RSHS Historic District, is eligible for the NRHP and CRHR. The boundaries of this historic district are delineated by G Street, 12 Street, L Street, and Front/Jibboom Streets; thus, encompassing the entire project footprint.
- Resource P 34-002359 is a large Native American archeological site that was uncovered during construction monitoring for the original Gold Line construction. The site contains the floor of a large structure, human burials and cremations, hearth features, and an extensive artifact assemblage. This site has been determined to be individually eligible for listing in the NRHP and CRHR, and to be a contributing element to the RSHS Historic District.

The 2016 IS/MND evaluated the project's potential to cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Section 20174 of the PRC (refer to Cultural Resources, checklist item d, of this Addendum). Project implementation in the vicinity of P 34-002359, particularly the placement of new tracks and installation of OCS poles, was determined to have the potential to disturb this resource, and therefore could result in a potentially significant impact. To reduce these potential significant effects on tribal cultural resources, the same five mitigation measures that are identified in the Cultural Resources section of this Addendum (MM CUL-1 through MM CUL-5) were adopted and incorporated into the 2016 project, to reduce the tribal cultural resources impact to a less-than-significant level.

Revised Project Analysis. Similar to the effort described in the 2016 IS/MND, SacRT reinitiated consultation with interested Native American tribes for the Revised Project.

Native American Tribal Consultation. For this Addendum, as the CEQA lead agency, SacRT contacted the NAHC for an updated list of tribal contacts on March 16, 2023, and received a response on March 29, 2023. Letters were sent via U.S. Postal Service with a return receipt to the 16 individuals, representing nine tribes, on the NAHC list on August 10, 2023. These same letters were emailed to the recipients on August 14, 2023. Follow-up emails were sent on September 6, 2023. Requests for consultation under AB 52 were received from the UAIC, SSBMI, and Wilton Rancheria. As discussed below, meetings were held with each Tribe. Furthermore, all of the Tribes were provided the opportunity to review early drafts of the Cultural Resources and Tribal Cultural Resources sections of this Addendum numerous times. All correspondence associated with Tribal

outreach and consultation for the Addendum is compiled in Appendix D, including a Tribal Communications Log, detailing the dates of communications.

UAIC. SacRT held a consultation meeting with the UAIC on September 7, 2023. The Tribe expressed concern over the presence of numerous tribal cultural resources in the project vicinity and within the project footprint that are significant to all the tribes who resided in the area. Due to this sensitivity, monitoring by tribal representatives and archaeologists was recommended. UAIC also provided SacRT with example mitigation measures for tribal cultural resources. In addition, UAIC provided comments on the draft Cultural Resources and Tribal Cultural Resources sections of this Addendum, all of which were incorporated. AB 52 consultation was concluded with the UAIC via email on April 23, 2024.

SSBMI. Initial meetings between SacRT and the SSBMI were held on September 11 and October 11, 2023. SacRT met with the SSBMI on January 30, 2024, to discuss the Tribe's comments on this CEQA Addendum. SacRT also met with the SSBMI on February 27, 2024, to review design plans, and discuss areas of highest concern and potential methods for avoiding or significantly reducing impacts.

Field reviews with the Tribe and SacRT were held on October 18 and October 21, 2023, to review the project alignment and discuss the presence of buried Native American components of the RSHS Historic District, as noted in the Cultural Resources section of this Addendum. During these early field visits, the Tribal representative emphasized the importance of the project area and region as a place that has supported a dense indigenous community over the millennia. The project area and vicinity also are important for significant events in indigenous history, as well as for ceremonial and spiritual reasons. Additional visits were made to the area in January and February 2024 by SacRT engineers and leadership to observe an ongoing project immediately adjacent to the proposed project, where the SSBMI are working to recover culturally significant items and soils that are being exposed. During these visits, SacRT staff were able to see first-hand what indigenous resources would be expected to be unearthed during construction of the proposed project. SacRT engineers will continue to visit this project site to acquire additional knowledge about expected resources and observe the methods developed by the SSBMI to treat these discoveries.

SSBMI has expressed that the entire area is of cultural and spiritual significance to the Tribe and that the project would have significant impact to those resources. SacRT acknowledges that the project could have an impact on the non-tangible elements of the resources that are spiritually important to the tribe, and MM TCR-2 has been developed in collaboration with the Tribe to address these concerns. This mitigation measure acknowledges the non-tangible elements of the resources, although the Tribe has voiced its opinion that there would still be adverse effects. SacRT respectfully disagrees with this opinion to the extent that CEQA requires mitigation to physical environmental impacts and that this measure in combination with the others (MM TCR-1 and MMs CUL-1 through CUL-5) can reduce the physical disturbance to the resources. The construction footprint of the proposed project is relatively small in comparison to the other past and recent construction projects in the immediate vicinity, such as the construction of the new county criminal courthouse at the corner of H and 6^{h} streets, ongoing work at the SMUD Station

A building at H and 6th streets, and all of the deep underground installation of infrastructure (water and sewer lines, electrical conduit, etc.) that occurred over the decades. Furthermore, SacRT is committed to working closely with the SSBMI during implementation of MMs CUL-1 through CUL-5, including project design and construction activities, which were developed with significant input from the consulting tribes to contain and reduce new ground disturbance as much as possible. SacRT will collaborate with the SSMBI during final project design to minimize impacts to resources and in the development of the UDP. SacRT also commits to working with SMUD and other local agencies, as appropriate, to identify land in proximity to the project in which to repatriate all cultural materials removed from the project site. With these commitments, SacRT believes that the physical disturbance to significant resources can be avoided and minimized to a less-than-significant effect. This determination in no way changes SacRT's commitment to collaborate with the Tribe for the implementation of MMs CUL-1 through CUL-5, TCR-1, and TCR-2, as the project progresses, and in support of the California Indian District, described below. Thus, SacRT concluded AB 52 consultation with the SSBMI pursuant to PRC 21080.3.2(b)(2) as stated in an email dated April 17, 2024.

Wilton Rancheria. A meeting was held with the Wilton Rancheria on October 4, 2023. Like the discussions with the UAIC and SSB MI, the Wilton Rancheria described the project area as being culturally significant. The Tribe also provided SacRT with an example Inadvertent Discovery Treatment Plan and comments on the draft Cultural Resources and Tribal Cultural Resources sections of this Addendum, which have been incorporated. AB 52 consultation was concluded with the Wilton Rancheria via email on April 25, 2024.

Tribal Cultural Resources. The components of the RSHS Historic District, which include Native American archaeological site P-34-002359, were detailed in the Cultural Resources section of the 2016 IS/MND. Both the RSHS Historic District and site P-34-002359 have been determined eligible for listing in the NRHP and CRHR. Therefore, Site P-34-002359 meets the criteria as a tribal cultural resource, pursuant to Section 21074(a)(1) of the PRC.

Site P-34-002359 originally was situated on the banks of Sutter Lake/China Slough (State Historic Landmark No. 594), and all the consulting Tribes emphasized the importance of this natural feature to their pre-colonial and early post-colonial ancestors. The lake was filled in the late 1800s but continues to be a significant resource to the consulting Tribes. Although Sutter Lake/China Slough is a State Historic Landmark, it is not automatically eligible for listing in the CRHR (only Landmarks #770 and above are automatically listed). However, because of its cultural importance to local consulting tribes, in addition to its distinction as a State Historic Landmark, SacRT has determined that Sutter Lake/China Slough is a tribal cultural resource, pursuant to Section 21074(a)(2) of the PRC.

During discussions with SacRT, the SSBMI further expressed that the project area is embedded within a much larger California Indian District that extends from the confluence of the Sacramento and American rivers, east to the CalExpo area (including both sides of the American River), south along the east bank of the Sacramento River to the Pocket area, and all of downtown Sacramento. As previously noted, this area supported a large indigenous population prior to the arrival of missionaries and colonists, and it is deeply sacred to the tribes as a place of cultural origin and

spiritual renewal. The SSBMI recognizes that the recording of this vast tribal cultural resource is beyond the scope of this project; however, they have requested SacRT's support to work with other local government agencies to formally recognize this important region through the addition of features (parks, trails, etc.) that would highlight its significance and help bring awareness of its presence to the public. SacRT agrees to support the designation of the California Indian District and work with local agencies to advance ways of educating the public about the Native American presence in the region. Implementation of MM TCR-1 is the first step in demonstrating this support.

The original construction of the SacRT light rail service along H Street and within the intersections of 6th and 7th streets uncovered the presence of indigenous cultural materials related to site P-34-002359 at extremely shallow depths or even directly under sidewalks that required demolition. Thus, ground disturbance for project construction would impact this tribal cultural resource and similarly could impact resources found in Sutter Lake/China Slough. Revised project construction would involve activities similar to those implemented during the original construction of the light rail to the project area that was completed in 2006. During that effort, specific techniques were developed in consultation with the consulting Tribe, for excavating project elements in a manner that significantly limited impacts on tribal cultural resources and allowed preservation-in-place whenever possible. Specific treatment plans, based on project construction element, would be incorporated in the UDP presented in MM CUL-4 and carried out through implementation of MM CUL-1. These treatment plans would be developed in collaboration with consulting Native American Tribes. Implementation of MM CUL-1 and MM CUL-4 would ensure that indigenous items and soils be treated with respect and with an emphasis on preservation-in-place by developing a treatment plan for indigenous materials that are encountered during preconstruction explorations and during construction. These mitigation measures would be implemented in collaboration with the SSBMI.

Development of Sacramento in general and construction of the original Gold Line on H Street in particular have destroyed indigenous sites and resources in the immediate project vicinity. MM CUL-1 through CUL-5, previously adopted and incorporated in the SacRT SVS project, as modified in the Cultural Resources section of this Addendum, would address the physical elements of the tribal cultural resources within the project footprint. In addition to those measures, an additional mitigation measure, MM TCR-1 is proposed, not to address a new significant impact but to reflect the recent consultations with the Native American tribes and further acknowledge the cultural significance of the project area, as part of the larger California Indian District, to local indigenous populations.

- MM TCR-1: Collaboration with Local Native American Tribes. SacRT will work in collaboration with the SSBMI to determine how to best honor the indigenous community that lived in the area prior to colonization and the proposed California Indian District. This could be expressed through installation of an information panel or plaque that describes the importance of the area and Sutter Lake/China Slough to Native American tribes, and incorporation of indigenous art and design elements and native plants into the design of the relocated light rail station.

Implementation of MM TCR-1, which would incorporate features such as an information panel, indigenous design elements, or use of native plants in and around the relocated SacRT SVS, would enhance the tribal cultural resources mitigation measures by honoring the memory of the indigenous peoples who thrived in the project area before colonization, and would acknowledge in a tangible manner the continuing presence of their decedents who live throughout the region today.

As mentioned earlier, the SSBMI expressed concern about the spiritual disturbance to the tribal cultural resources caused by project construction. Under such circumstances, Tribes usually take it upon themselves to conduct cleansing ceremonies both at the construction site and in privacy to help preserve the sacredness of the site and area. MM TRC-2 is proposed in acknowledgement and support of this practice, and to assist with the personal financial burden that is often accrued in order to carry out these essential cultural traditions.

- MM TCR-2: Support for Tribal Ceremonies to Preserve the Sacred Nature of the Project Site. SacRT will accommodate ceremonial practices at the project site, such as part of the ground-breaking ceremony for the project, to help preserve and restore the sacredness of the significant tribal cultural resources that will be impacted by construction. The nature and the frequency of the ceremonies will be determined by the SSMBI, but it is understood that they will not unnecessarily impede the project. SacRT shall negotiate the level of reimbursement to the SSBMI for the cost of the materials necessary for conducting the on-site ceremonies prior to the onset of construction.

Information obtained during tribal consultations for this Addendum reaffirmed and emphasized the importance of the project area to indigenous peoples. To further recognize the need to appropriately address tribal cultural resources, and specifically as required by the changes to the CEQA Guidelines Appendix G checklist, the cultural resources mitigation measures from the 2016 IS/MND have been expanded and refined (see the Cultural Resources section of this Addendum). The addition of MM TCR-1 and MM TCR-2 would acknowledge that tribal cultural resources are more than their physical remains and emphasize the connection to the overall project landscape by Native American communities who have lived, and continue to live, in the local area.

The consultations initiated as part of this Addendum would continue through preparation of the UDP (as described under MM CUL-4) and future construction. SacRT would continue to collaborate with consulting Native American tribes through all subsequent phases of design and project implementation. Working in partnership with the SSMBI would address Tribal concerns, and the impact on tribal cultural resources would be reduced to a less-than-significant level. Project operations would not require disturbance in areas outside the project footprint. Therefore, this impact would be less than significant.

Conclusion

Based on the information presented in the Cultural Resources section and this Tribal Cultural Resources section, revised project implementation would result in a shorter version of the 2016 project and within a smaller project footprint that was analyzed in the 2016 IS/MND. Therefore, the revised project would not result in additional tribal cultural resources impacts beyond those

previously identified. However, the Cultural Resources mitigation measures are proposed to be refined and Tribal Cultural Resources mitigation measures are proposed to acknowledge the significance of the area to indigenous populations. The SSBMI, UAIC, and Wilton Rancheria reviewed several iterations of the mitigation measures and requested changes, of which all but one was incorporated into the mitigation measures presented in this Addendum. The SSMBI and Wilton Rancheria both asked that the buffer for stopping work be expanded to 100 feet, instead of the originally proposed 50 feet, when Native American features were uncovered during construction. An acceptable compromise was reached between the Tribes and SacRT, which included a 100-foot buffer around discovered human remains and sacred objects, and a 50-buffer around all other features.

Thus, the proposed changes to the project would not result in new significant impacts or substantially more severe impacts on tribal cultural resources than previously identified. The SSMBI expressed that any disturbance to the known Native American resources would be significant. SacRT acknowledges the SSMBI's opinion regarding the significance of the physical and spiritual disturbances to tribal cultural resources from the revised project, but respectfully disagrees that implementation of MMs CUL-1 through CUL-5 would not mitigate the physical impacts. MMs TCR-1 and TCR-2 would mitigate impacts to the purely cultural, non-physical aspects of the tribal cultural resources. No previously infeasible mitigation measure would now be feasible, and no mitigation measures that are considerably different from those analyzed in the 2016 IS/MND would substantially reduce one or more significant effects that SacRT has declined to include. No new information of substantial importance that was not known previously has resulted in a new significant effect or a substantially more severe significant effect than previously reported. Therefore, none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Utilities and Service Systems

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	NI	N/A	N/A	N/A	N/A
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NI	NI	No	No	No
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	LTS	LTS	No	No	No
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	LTS	LTS	No	No	No
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	NI	NI	No	No	No
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	LTS	LTS	No	No	No
g) Comply with federal, state, and local statutes and regulations related to solid waste?	LTS	LTS	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, operation of the SVS loop track, the relocated light rail station, and the new light rail station at 7th Street and Railyards Boulevard and bus charging facility would not require or result in construction of new water facilities, wastewater treatment facilities, stormwater drainage facilities, or expansion of existing facilities. Water would be required for drinking fountains and to irrigate landscaping installed at the stations and along pedestrian pathways, and water would be used during construction for dust control. Water needs for these uses would not be substantial or require new or expanded water entitlements from the City. No impact would occur related to constructing expanded water facilities. The impact on water supplies would be less than significant.

The project would not include restroom facilities or uses that would generate wastewater or increase demand from the existing wastewater treatment facilities. Thus, no impact would occur related to constructing expanded wastewater facilities or the wastewater treatment provider's ability to serve the project.

As described in the 2016 IS/MND, the project would generate a minor amount of new stormwater associated with new impervious surfaces. Because of the small area of new impervious surfaces compared to the large adjacent areas that have no impervious surfaces, and because storm drainage improvements were being planned as part of several ongoing projects, no impact would occur related to stormwater.

Furthermore, the project would comply with solid waste disposal requirements. Solid waste disposal currently is provided at the Kiefer Landfill in southeastern Sacramento County. The 2016 IS/MND concluded that the project would not exceed the landfill's permitted capacity and would comply with federal, State, and local statutes and regulations related to solid waste. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item a (shown in the summary table at the start of this section) regarding the wastewater treatment requirements of the applicable Regional Water Quality Control Board was deleted. Accordingly, the summary table indicates N/A for this checklist item for the revised project. Furthermore, checklist item c concerning construction of new stormwater drainage facilities was combined with checklist item b, which also was expanded to include other utilities (i.e., electric power, natural gas, telecommunications). The following analysis of the revised project reflects these revisions.

The revised project would not exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board for the reasons presented in the 2016 IS/MND (i.e., construction and operation of the SVS would not result in new population that would generate wastewater), and it would comply with local and State ordinances and regulations intended to protect water quality (see the Hydrology and Water Quality section of this Addendum). The revised project also would not require construction of wastewater treatment facilities, water facilities, or stormwater drainage facilities because the needs of the revised project would be within the capacity of the available service providers, and the revised project would not increase population and housing beyond growth forecasts that could increase demand on these utilities

(see the Population and Housing section of this Addendum). Furthermore, as discussed in the Hydrology and Water Quality section of this Addendum, the project corridor is covered with impervious surfaces, and the revised project would operate within public rights-of-way that contain drainage facilities. Therefore, the revised project would not substantially alter drainage patterns, runoff volumes, or require expanded storm drainage facilities. No impact would occur.

The revised project would not generate solid waste in excess of the State or local standards and would be in compliance with State and local laws regarding solid waste. The revised project would contribute a negligible amount of waste at Kiefer Landfill, and the landfill would have the capacity to accommodate the solid waste generated, because the current remaining capacity is 112,900,000 cubic yards. During project operation, a smaller amount of waste would be generated compared to the 2016 project, because it would include only one station rather than two stations that were approved as part of the 2016 project. During construction, construction and demolition (C&D) waste (e.g., asphalt, concrete, and metal) would be generated. The City would require that 65 percent of all debris generated during the project be recycled (City of Sacramento 2022). As stated in the 2016 IS/MND, typically metals, concrete, and asphalt are recycled. Three C&D debris sorting facilities, construction debris recyclers, and inert fill disposal operators are in Sacramento County (Sacramento County 2023). Because construction debris is expected to be recycled or beneficially re-used, the impact would be less than significant.

Although the revised project would result in streetlights being replaced, no electric power, natural gas, or telecommunication facilities would be relocated that could cause significant environmental effects. No impact would occur.

The revised project would have no long-term substantial effects on water, wastewater treatment, stormwater drainage, or solid waste facilities, because the scope of the revised project would be smaller than the previously approved project (the revised project would include one fewer light rail station and less trackwork). Therefore, the impact on utilities would be less than significant.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on utility services. No mitigation measures to address public utility impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Wildfire

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	NI	No	No	No
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	NI	No	No	No
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	NI	No	No	No
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A	NI	No	No	No

Discussion

Prior 2016 Analysis. Wildfire was not part of the 2016 CEQA checklist. Thus, the summary table above indicates N/A for the 2016 project. However, checklist item h under Hazards and Hazardous Materials in the 2016 IS/MND addressed exposure to wildland fires. For that checklist item, the 2016 IS/MND reported that the project was not situated within any type of wildland fire hazard severity zone as delineated by CAL FIRE. Thus, no impact would occur related to wildland fires.

Revised Project Analysis. The 2019 CEQA Guidelines update included new significance thresholds related to wildfire. Accordingly, the table at the start of this section indicates N/A for the 2016 IS/MND. This analysis considers the potential impacts related to wildfire associated with implementation of the revised project, based on the new significance thresholds.

The updated CEQA Guidelines determine wildfire impacts based on whether a proposed project would occur within an SRA or on lands classified as being in a very high fire hazard severity zone. Fire prevention areas considered to be under State jurisdiction are referred to as SRAs, and CAL FIRE is responsible for vegetation fires on SRA lands. In general, SRA lands contain trees producing, or capable of producing, forest products; timber, brush, undergrowth, and grass, whether of commercial value or not, that provide watershed protection for irrigation or for domestic or industrial use; or lands in areas that principally are used, or are useful for, range or forage purposes. The project area is not in an SRA (CAL FIRE 2023). The project area is highly urbanized with little vegetation other than scattered urban street trees.

CAL FIRE identifies only very high fire hazard severity zones in local responsibility areas, which are areas under the jurisdiction of local entities (e.g., cities and counties). The project area is within a local responsibility area, and updated CAL FIRE mapping indicates that CAL FIRE has not identified any very high fire hazard severity zones in the project area (CAL FIRE 2023). The nearest very high fire hazard severity zone is on the northeast side of Folsom Lake (in an SRA), approximately 25 miles northeast of the project area. Therefore, the revised project would not impair an adopted emergency response plan or emergency evacuation plan within an SRA or a very high fire hazard severity zone; exacerbate wildfire risks within an SRA or a very high fire hazard severity zone; install or maintain infrastructure that could exacerbate fire risks within an SRA or a very high fire hazard severity zone; or expose people or structures to significant risks from downstream flooding, landslides, slope instability, or drainage changes. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts related to exposure to wildfire hazards. No mitigation measures to address wildfire impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Mandatory Findings of Significance

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	LTS-M	LTS-M	No	No	No
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	LTS	LTS	No	No	No
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	LTS-M	LTS-M	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND evaluated the three checklist items identified in the summary table above, and the significance determinations are summarized next.

Degradation of Environmental Quality. As discussed in the 2016 IS/MND, the project was determined to have potentially significant impacts on biological resources and cultural resources (refer to the Biological Resources and Cultural Resources sections in this Addendum for a

description of these impacts). The mitigation measures adopted in 2016 would reduce these potentially significant impacts to less-than-significant levels.

Cumulative Impacts. The project was found to have less-than-significant cumulative effects. The project was evaluated in combination with development of the project area as anticipated in the City's General Plan and Railyards Specific Plan. With implementation of the mitigation measures for biological resources, cultural resources, and noise, the project's contribution to cumulative impacts was determined to be less than cumulatively considerable.

Direct and Indirect Effects on Human Beings. As described in the 2016 IS/MND, potential impacts on human beings were addressed in the analyses of air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and wildfire. For each of these topics, health and safety risks from various hazards were considered. Compliance with existing regulations and required permits would avoid or reduce these potential effects to less-than-significant levels, except for wildfire, because no such hazards exist in the project vicinity.

Only noise exposure and vibration levels at sensitive receptor locations during light rail operations were identified to exceed significance thresholds, resulting in potentially significant impacts for which mitigation measures would be implemented. The mitigation measures adopted in 2016 would reduce these effects to a less-than-significant level (see the Noise section of this Addendum for a summary of the potentially significant impacts and mitigation measures).

For other resources that affect human beings (e.g., aesthetics, land use and planning, population and housing, public services, and utilities), the 2016 IS/MND concluded that the project would have less-than-significant impacts.

Revised Project Analysis. As described in this Addendum, the revised project would not result in new significant impacts or substantially exacerbate the previously reported significant impacts, in part because the revised project footprint would be smaller than the 2016 footprint, resulting in fewer ground-disturbing activities. Furthermore, revised project operations would remain unchanged, except that storage tracks would be included, where the prior loop track was planned to extend along F Street and continue north and south, on to 7th Street. Thus, the previously approved loop that would have been used on an ongoing basis for revenue service now would be a partial loop (stopping west of 5th Street) and used only to store trains temporarily when not in revenue service. The effects of these changes relative to the 2016 project are described next.

Degradation of Environmental Quality. The revised project would occupy a reduced project footprint compared to the project described in the 2016 IS/MND, so that the potential to disturb biological resources or cultural resources would be reduced. As described in the Biological Resources section of this Addendum, the revised project would have the potential to affect the same listed wildlife species and the same mitigation measures would be implemented, although the project alignment no longer would extend to an area that had habitat for the listed valley elderberry longhorn beetle.

With respect to historical resources, the same significant impacts and mitigation measures previously described in the 2016 IS/MND would apply to the revised project. However, as

described in the Cultural Resources and the Tribal Cultural Resources sections of this Addendum, consultations with the interested Native American tribes have contributed to refined and more relevant mitigation measures that would be implemented to address the significant archeological, Native American, and tribal cultural resources in the project area.

Cumulative Impacts. The same reasons for the no or less-than-significant cumulative impacts determined in the 2016 IS/MND would apply to the revised project. No agriculture, forestry, mineral resources, or wildlife hazard areas are in the project area, and thus no project-specific or cumulative impacts related to these resources and hazards would occur. The revised project would have no impact on population and housing, public services, and recreation, because it would not result in an increase in population and employment or demand for public services and facilities. Thus, the revised project would not contribute to cumulative impacts on these resources.

Local and regional plans that influence air quality, energy, GHG emissions, land use and planning, population and housing, and transportation take a comprehensive and cumulative perspective. As shown in multiple sections of this Addendum, these local and regional plans acknowledge the revised project and its role in supporting plan goals, objectives, and implementing strategies to reduce impacts on these resources. Thus, long-term operational impacts of the revised project, particularly on air quality, energy, GHG emissions, and land use and planning, would be beneficial, and thus the revised project would not contribute to cumulative impacts. Although new infrastructure and land development projects would be in the project corridor that would be geographically and temporally proximate to construction and operation of the revised project, they also would be subject to the same regulatory framework and permit conditions that would reduce cumulative impacts on biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality to less-than-significant levels.

As documented in this Addendum, the City has proposed and planned several infrastructure, land development, and other changes in the project area, most recently described in the City's 2021 SVS Area Plan. The previously identified plans, as well as the more recent General Plan update and the SVS Area Plan, all include the revised project as part of the overall buildout of the project area and Railyards area. As discussed in the 2016 IS/MND, most of the impacts associated with the project would be site- and project-specific, and larger, long-term cumulative impacts would occur within the context of the City's Railyards Specific Plan as updated and the City's 2021 SVS Area Plan. Cumulative construction impacts from the revised project and the SVS Area Plan would occur over an approximately 5-year period, from 2027 to 2032. Construction activities would comply with local, State, and federal regulations that would avoid or minimize cumulative impacts on air quality, biological resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, and hydrology and water quality to a less-than-significant level. Post-construction, the revised project would operate and function similar to existing operations, with the SacRT light rail station oriented east/west along H Street. Therefore, the incremental impacts related to the revised project would not be expected to combine with the incremental impacts of other projects in the project area. The potential cumulative impacts would be less than significant.

Direct and Indirect Effects on Human Beings. The revised project potentially could result in direct and indirect effects on human beings. As described in the 2016 IS/MND, compliance with existing regulations and required permits would avoid or reduce the potential effects from health and safety hazards (e.g., those related to air quality; geology and soils; hazards and hazardous materials; and hydrology and water quality) to a less-than-significant level. With respect to wildfire hazards, none exists in the project vicinity, the same conclusion reported in the 2016 IS/MND. Only noise exposure and vibration levels at sensitive receptor locations during light rail operations were identified to exceed significance thresholds in the 2016 IS/MND, and those same significant impacts (but at fewer sensitive receptor locations) would occur with implementation of the revised project. Therefore, the same mitigation measures adopted in 2016 would apply to the revised project and be implemented by SacRT and its contractors, reducing the impacts to less-than-significant levels.

For other resources that affect human beings (e.g., aesthetics, land use and planning, population and housing, public services, and utilities), the 2016 IS/MND concluded that the project would have no or less-than-significant impacts, and the same reasons and conclusions would apply to the revised project.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND, would not result in new significant impacts or substantially more severe environmental impacts, and would not result in a new or substantially more severe incremental contribution to a significant cumulative impact. No additional mitigation would be required; however, the mitigation measures related to cultural and tribal cultural resources impacts have been strengthened through AB 52 consultations with consulting Native American tribes, to better address the known historical resources in the project area, to be more precise in the types of cultural resources that may be affected, and to better identify protocols for discoveries during project construction. Therefore, no new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

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Exhibit B

SACRAMENTO VALLEY STATION RELOCATION PROJECT

Amended Mitigation Monitoring and Reporting Program

Prepared for

Sacramento Regional Transit District

April 2024

AECOM
2020 L Street
Sacramento, CA 95811

Preface

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the MMRP is to ensure compliance with the mitigation measures during project implementation.

The 2016 Initial Study and Mitigated Negative Declaration (IS/MND) concluded that the implementation of the project could result in significant impacts to the environment and therefore mitigation measures were incorporated into the proposed project. This MMRP addresses those measures in terms of how and when they will be implemented. Proposed project oversight is the responsibility of the Sacramento Regional Transit District (SacRT), who shall receive a copy of all applicable studies, recommended mitigation measures, and monitoring reports.

In 2023, SacRT proposed to modify the project approved in 2016 and analyzed the environmental effects of the revised project in a CEQA Addendum to the prior 2016 Sacramento Valley Station Area Improvements Project IS/MND. The modifications, which involved a reduction in the project scope, resulted in the elimination of a previously identified significant impact and the associated mitigation measure at a sensitive receptor location. Also, as part of the AB 52 Native American tribal consultation, refinements were made to the previously adopted cultural resources mitigation measures and tribal cultural resources mitigation measures have been added. Additional corrections were made to the cultural resources mitigation measures to better acknowledge the type of historical resources expected in the project study area. The revisions to the mitigations are reflected in this Amended Mitigation Monitoring and Reporting Program using <u>underlining</u> to identify new text and ~~strikethrough~~ to identify deleted text.

This document does *not* discuss those subjects for which the IS/MND and Addendum concluded that the impacts from implementation of the project would be less than significant.

SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT
MITIGATION MONITORING AND REPORING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
Biological Resources			
MM BIO-1. Preconstruction nesting surveys will be conducted by a qualified biologist before work begins during the nesting season (February 1 through August 31). Any nest found within 50 feet for songbirds and 300 feet for raptors of construction activities will be avoided by establishing a designated construction-free buffer zone around the nests until the nests are no longer active, as determined by a qualified biologist.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
MM BIO-2. Preconstruction surveys for Swainson's hawks will be conducted by a California Department of Fish and Wildlife (CDFW) approved biologist in accordance with the survey protocol outlined by the Swainson's Hawk Technical Advisory Committee (2000) before work begins. Any individuals found within 0.5 mile of the construction zone will be monitored regularly by a qualified biologist during the breeding season. The avoidance and minimization measures established by CDFW (2010) such as construction-free buffers, reporting requirements, and photographic documentation, as applicable, will be incorporated into the project if the preconstruction surveys determine that Swainson's hawks are present.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
MM BIO-3. Preconstruction surveys for burrowing owls will be conducted 30 days before work begins by a qualified biologist. If occupied burrows are detected within 300 feet of construction activities, the construction may proceed. However, any occupied burrows found in the project area within 300 feet of construction activities will be avoided by establishing a designated construction-free buffer zone around the nests until the nests are no longer active, as determined by a qualified biologist.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
MM BIO-4. Preconstruction surveys for bats will be conducted by a qualified biologist 30 days before work begins. If day roosts are not detected within 300 feet of construction activities, construction may proceed. However, any day roosts found within 300 feet of construction activities will be avoided by establishing a designated construction-free buffer zone around the roosts until the roosts are no longer active, as determined by a qualified biologist.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
Cultural Resources			
MM CUL-1. Additional identification efforts will consist of further archival research and subsurface exploration to avoid impacts on historical resources~~properties~~. As the project design advances, additional archival research will be conducted to help identify specific locations in the disturbance area where contributing elements of the Raised Streets and Hollow Sidewalks (RSHS) Historic District may	SacRT Engineering (final design) in collaboration with the Shingle Springs Band of Miwok Indians	Report of survey findings and updated DPR 523 forms if needed	During final design.

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
exist. ~~This research will target those areas of the design that coincide with known or likely below grade hollow sidewalks or raised street structures.~~ Prior to preparing the final design, design engineers will walk the alignment with representatives of the Shingle Springs Band of Miwok Indians[1] (SSBMI) to discuss areas of special concern, and to receive advice from tribal members who have worked extensively in the project area and who were present during the installation of the existing light rail track. This field review will work to identify ways to limit new ground disturbance and to use existing infrastructure. Preconstruction subsurface explorations will be conducted where construction is anticipated to approach the vertical limits of the disturbance area in areas sensitive for ~~prehistoric and historical cultural resources~~Native American and historic-era archaeological resources, and tribal cultural resources. Preconstruction subsurface explorations for tribal cultural resources will be designed in collaboration with the SSBMI, if deemed appropriate by the SSBMI, and general methods will be described in the Unanticipated Discoveries Plan developed under MM CUL-4. ~~RT will also coordinate with the City of Sacramento and property owners to obtain permission to access any remaining hollow sidewalk segments that are identified or suspected to exist in areas that could be affected by construction, particularly installation of overhead catenary system poles. If access is obtained and hollow sidewalks are present, the potentially affected hollow sidewalk segment(s) will be field recorded and the data collected will be added to the existing RSHS Historic District DPR 523 form, following the protocol described in an UDP (see MM CUL-4). This recordation will capture data about the hollow sidewalks and raised streets that are not readily available and improve access to information about these historical resources. If access cannot be obtained, SacRT will use ground-penetrating radar or other means to confirm the presence or absence of hollow sidewalk segments in the construction footprint.~~ ~~Should hollow sidewalks be identified in areas where overhead contact system (OCS) poles could potentially be installed, avoidance options will be implemented. These options include modifying the proposed OCS pole locations, modifying the pole foundation type, using a building attachment, or attaching span or pull-off wires to a backbone wire between two other poles or structures. The attachment of wires to adjacent buildings may require modification of the disturbance area to accommodate those buildings. No historical structures would be selected for wire attachment.~~ Furthermore, if research or field investigation confirms the presence of ~~historical or prehistoric~~Native American archaeological resources, ~~and~~ historic-era archaeological resources, or tribal cultural			

[1] By mutual agreement, the other two consulting Native American tribes for the project, the United Auburn Indian Community and the Wilton Rancheria, have agreed to consultations and collaborations with SacRT on this project can be overseen by SSBMI. See the Tribal Cultural Resources section of this addendum, for a full discussion on the communications and consultations between the tribes and SacRT.

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
resources that are eligible for the California Register of Historic Resources (CRHR), and that would be in conflict with project construction, SacRT will revisit the design to avoid ~~adverse effects to historic properties~~resources as much as feasible. Where redesign is not feasible, the protocols identified in MM CUL-4 to address impacts on buried resources will be implemented..			
MM CUL-2. A cultural resources sensitivity training program will be provided to all construction personnel active on the project site during earth-moving activities. The training will be provided prior to the initiation of ground-disturbing activities. The training will be developed and conducted in coordination with a qualified archaeologist meeting the U.S. Secretary of Interior guidelines for professional archaeologists and a representative or representatives from consulting Native American tribe(s). The program will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archaeological or tribal resources or artifacts are encountered. The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any finds of significance to Native Americans, consistent with Native American tribal values. All ground-disturbing activities will be monitored by compensated representatives of the SSBMI and ~~a~~ qualified archaeologist~~s and, when appropriate, a Native American representative of any tribe that has been determined a consulting party to the project~~. If any ~~prehistoric~~ Native American or historic~~al~~ era archaeological resources, or tribal cultural resources are exposed during construction, work will stop in the immediate vicinity and be redirected to allow for recordation, including ~~photography,~~ measurements~~,~~ and GIS data. SSBMI monitors will determine if photography of Native American archaeological and tribal cultural resources is appropriate. Historic-era resources will be photographed. Field recordation data will be added to the existing ~~RSHS Historic District~~ DPR 523 forms for previously recorded historical resources. Monitors (both archeological and Tribal) will be responsible for working with construction personnel and identifying cultural resources, including tribal cultural resources, that may be uncovered during ground disturbance. When~~If unanticipated~~ cultural materials are unearthed, the monitors will have the authority to immediately halt work to allow the onsite archaeological monitor and Tribal monitor to inspect and assess the materials, determine whether additional analysis of the find is warranted, and whether construction can proceed without further analysis. SSBMI inspectors, who have specific knowledge of the tribal cultural resources within the project area, shall direct construction and archaeological workers when midden soils, or other types of soils that contain human remains, cultural materials, and sacred items are uncovered. Sensitive soils that require	SacRT Engineering (construction plans and specifications) Construction Contractor Shingle Springs Band of Miwok Indians Monitor/Inspector and qualified archaeological monitor	Logs of construction surveys. Updated DPR 523 forms if needed.	During construction.

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
additional attention from the Tribal and archaeological monitors shall be placed in a safe and secure location for storage, provided by SacRT, until they are thoroughly inspected.			
MM CUL-3. If cultural or tribal cultural resources ~~are encountered in locations~~ not identified by research or other investigations during the pre-construction period ~~are inadvertently exposed during project construction~~, work will stop or be redirected within 50 feet of the finds to allow for recordation, including ~~photography,~~ measurements~~,~~ and GIS data in accordance with the UDP (see MM CUL-4). If human remains or spiritual items are encountered, the work buffer will be expanded to 100 feet. All Native American resources will be photographed only with permission from the SSBMI. All historic-era resources will be photographed. If previously unidentified RSHS Historic District features ~~hollow sidewalk features or raised street structures~~ and additional elements of known Native American resources are exposed, the field recordation data collected (e.g., photography as appropriate, field measurements, and GIS data) will be added to the existing ~~RSHS~~ DPR 523 forms. This recordation will follow the protocol for treating discovered cultural or tribal cultural resources ~~identified~~ as ~~inadvertent discoveries~~ described in the UDP for the project. Newly identified cultural sites or features will be recorded on new DPR forms. The UDP will describe treatment for both ~~prehistoric~~Native American and below-grade historic~~al~~-era archaeological resources, including all elements that contribute to the RSHS Historic District and known indigenous sites. Treatment for tribal cultural resources will be developed in collaboration with the SSBMI..	SacRT Engineering (construction plans and specifications) Construction Contractor Shingle Springs Band of Miwok Indians	Logs of construction surveys. Updated DPR 523 forms if needed.	During construction.
MM CUL-4. The UDP will be ~~developed~~ prepared in collaboration with the SSBMI, prior to the initiation of construction. The UDP will provide ~~detailed descriptions of protection and mitigation measures~~protocols for treating archaeological and tribal cultural resources in the disturbance-area during preconstruction explorations and project construction. The UDP will include guidelines for the following: • Avoidance of historical resources~~properties~~, including tribal cultural resources, and establishment of environmentally sensitive areas • Data recovery guidelines for known historical resources~~properties~~ and resources that cannot be avoided by project design • Protocols for treating cultural resources identified during preconstruction subsurface explorations, monitoring activities, and unanticipated discoveries, including human remains • Monitoring during construction by archaeologists and Tribal monitors • Responsibilities and coordination with the SSBMI ~~Native American tribes and individuals~~	SacRT Engineering (final design) Shingle Springs Band of Miwok Indians	Completed UD.P	During final design.

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
• Curation of recovered historic-era materials that are not associated with Native American tribes, and the appropriate storage of Native American resources. The UDP will address treatment for both Native American archaeological~~prehistoric~~ resources and tribal cultural resources, including human remains, and historic~~al~~-era resources, including all elements that contribute to the RSHS Historic~~al~~ District.. In collaboration with the SSBMI, a~~A~~ll activities outlined in the UDP will be conducted under the direction of individuals who meet the professional qualification standards in Archaeology and Historic Preservation, Secretary of Interior's Standards and Guideline (Federal Register, Volume 48, No. 190, September 29, 1983). As project design progresses, the design team will work in collaboration with the SSBMI to ensure all efforts will be made to avoid known Native American historic~~al~~ resources/tribal cultural resources~~properties~~ in the disturbance area. Resources avoided by project design will be identified as environmentally sensitive areas so that these locations are not inadvertently encroached upon during construction. New cultural resources (i.e., those that have not previously been identified or recorded), including tribal cultural resources, identified during preconstruction subsurface explorations, monitoring activities, and ~~as inadvertent discoveries~~ during construction will ~~require testing to assess their research potential and~~ be assessed for eligibility for the listing in the CRHR. Evaluation efforts will involve archival research, ~~and~~ archaeological fieldwork, and Tribal consultation and coordination. Fieldwork methodologies will be tailored to the location, circumstance, and nature of the find. Therefore, it may be appropriate to use mechanical trenching techniques, controlled excavation units, or block exposures, shovel sampling explorations, or any combination of these. All newly identified historic-era resources will be thoroughly mapped, photographed, located through GIS, and recorded on DPR 523 forms. Native American resources will be recorded at the direction of the SSBMI and will be photographed only with their permission. Native American human remains will never be photographed. If resources are determined to be eligible to the CRHR and cannot be avoided by construction, data recovery will be required. Data recovery may involve archaeological excavation or, for historic-era resources ~~such as hollow sidewalks~~ associated with the RSHS Historic District, detailed recordation on DPR 523 forms. Any Native American belongings or human remains that are collected and are subject to CalNAGPRA, will be returned to the SSBMI who will be compensated for any costs to repatriate the items. No laboratory analysis of Native American belongings is permitted without expressed permission from the SSBMI.			
MM CUL-5. The following measures shall be implemented should construction activities result in the accidental discovery of human remains and associated cultural materials. The SSBMI will have full responsibility for identifying ancestral burials and spiritually associated materials, including soils. The	SacRT Engineering (construction plans and specifications) Construction Contractor	Notification logs, if needed.	During construction.

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activities shall comply with applicable state laws. This shall include the following: • Immediate notification of the coroner of the county in which the project is located. • In the event of the coroner's determination that the human remains are Native American, notification of the California NAHC, which shall appoint a most likely descendent (MLD) (Public Resources Code [PRC] Section 5097.98). • SacRT shall make all reasonable efforts to develop an agreement with the SSBMI for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, ~~curation,~~ and final disposition of the human remains and associated or unassociated funerary objects. • The PRC allows 48 hours for the MLD to make recommendations after access has been allowed to the remains. If the MLD and the other parties do not agree on the reburial method, SacRT shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."	Shingle Springs Band of Miwok Indians		
Noise			
MM NOI-1. During final design, SacRT will specify that low-impact common crossings (frogs) be installed at the ~~7th Street and F Street and~~ 7th Street and H Street intersection~~s~~.	SacRT Engineering (final design)	Design documents.	During final design.
MM NOI-2. During operations, SacRT will apply rail curve grease at the ~~7th Street and F Street and~~ 7th Street and H Street intersections. Applications will be made at sufficient intervals and quantities to minimize wheel squeal during normal operations.	SacRT Operations	Activity logs.	During operations
Tribal Cultural Resources			
MM TCR 1. SacRT will work in collaboration with the SSBMI to determine how to best honor the indigenous community that lived in the area prior to colonization and the proposed California Indian District. This could be expressed through installation of an information panel or plaque that describes the importance of the area and Sutter Lake/China Slough to Native American tribes, and incorporation of indigenous art and design elements and native plants into the design of the relocated light rail station.	SacRT Engineering (final design) in collaboration with Shingle Springs Band of Miwok Indians.	Design documents.	During final design.

SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT MITIGATION MONITORING AND REPORING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project			
Mitigation Measures	**Responsibility for Implementation**	**Method of Compliance**	**Timing of Compliance**
MM TCR-2: SacRT will accommodate ceremonial practices at the project site, such as part of the ground-breaking ceremony for the project, to help preserve and restore the sacredness of the significant tribal cultural resources that will be impacted by construction. The nature and the frequency of the ceremonies will be determined by the SSMBI, but it is understood that they will not unnecessarily impede the project. SacRT shall negotiate the level of reimbursement to the SSBMI for the cost of the materials necessary for conducting the on-site ceremonies prior to the onset of construction.	SacRT Engineering and Communications and Partnerships in collaboration with Shingle Springs Band of Miwok Indians.	Community and public agency announcements; inclusion in ground-breaking ceremony and other events	During ground breaking and construction