



Appendix I Public Scoping Summary Report



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STOCKTON **DIAMOND**



PUBLIC SCOPING SUMMARY REPORT

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



CONTENTS

Introduction..... 3

 Figure 1: Study Area Map 3

 Overview 3

 Project Purpose 3

 Project Benefits..... 3

Notice of Preparation..... 4

Public Notification / Outreach 4

 Public Notice Advertisements..... 6

 Invite Mailer 6

 Media Relations 6

 Website..... 6

 E-Blasts 6

 Social Media 7

Public & Stakeholder Engagement..... 8

 Virtual Public Meetings 8

 Stakeholder Working Group 8

Comments Submittal 8

 Comments Documentation / Review..... 9

Comment Themes 9

Next Steps11

LIST OF FIGURES

Number	Figure
1	Study Area Map

ATTACHMENTS

- A. Notice of Preparation (NOP) Package

B. Public Notice Advertisements

C. Invite Mailer & Database Methodology

D. Media Relations

E. Website Screenshots
- F. E-blasts

G. Social Media

H. Virtual Public Meetings

I. Stakeholder Working Group (SWG)

J. Letters & Comments Matrix





Introduction

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

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

Overview

PROJECT PURPOSE

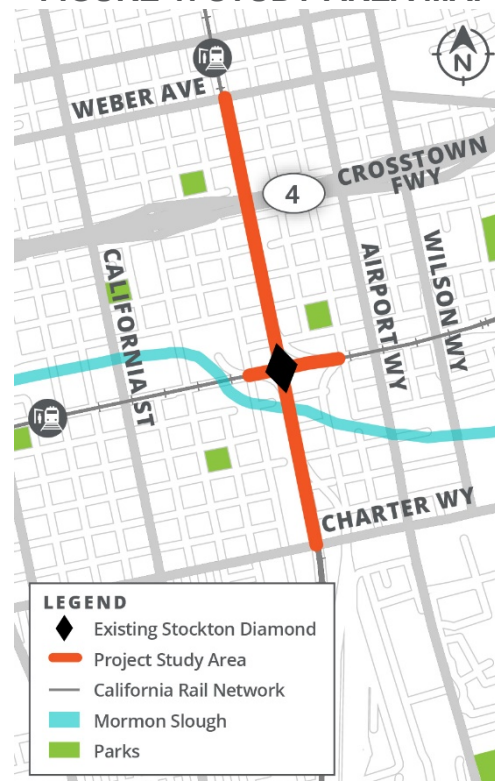
A collaboration between the San Joaquin Regional Rail Commission (SJRRC) and the private entities BNSF Railway (BNSF) and Union Pacific Railroad (UP) as well as regional partner agencies, the project proposes to identify feasible concepts that will separate the two rail lines with a flyover bridge at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

PROJECT BENEFITS

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

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

FIGURE 1: STUDY AREA MAP





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

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

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

Notice of Preparation

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

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

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

Public Notification / Outreach

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



SCOPING PERIOD BY THE NUMBERS



STOCKTON
DIAMOND

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

PUBLIC ENGAGEMENT



717

Total Engaged

488

Sign-Ups for Notifications

94

Support Letters

84

Comments

51

Attendees (**4** Public Meetings)

MULTIMEDIA REACH



786,371

Total Reached

337,045

Media Reach (**11** Articles)

171,424

Public Notices (**2** Ads)

151,809

Facebook Reach (**16** Posts)

104,680

Emails (**11** e-Blasts)

12,744

Twitter Impressions (**16** Posts)

6,065

Bilingual Mailer Invites

2,257

Website Users

347

Instagram Likes (**16** Posts)



PUBLIC NOTICE ADVERTISEMENTS

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

INVITE MAILER

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

MEDIA RELATIONS

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

WEBSITE

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

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

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

E-BLASTS

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





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

SOCIAL MEDIA

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

Social Media Analytics during Scoping:

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

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



Public & Stakeholder Engagement

Virtual Public Meetings

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

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

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

Stakeholder Working Group

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

Comments Submittal

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

- Four letters





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

Comments Documentation / Review

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

Comment Themes

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

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



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



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

Next Steps

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



Notice of Preparation (NOP) Package



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

Date: August 19, 2020

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

From: San Joaquin Regional Rail Commission

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

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

Project Title: Stockton Diamond Grade Separation

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

INTRODUCTION

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

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

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

PUBLIC REVIEW AND SCOPING

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

Virtual Public Scoping Meetings

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

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

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

Public Comment Submittal

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

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

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

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

PROJECT LOCATION AND DESCRIPTION

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

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

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

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

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

PROJECT OBJECTIVES

The purpose of the Stockton Diamond Grade Separation is to:

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

The Stockton Diamond Grade Separation is needed because:

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

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

The Project Goals and Objectives are to:

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

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

PROBABLE ENVIRONMENTAL EFFECTS AND REQUIRED APPROVALS

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

Environmental Resources to be included in CEQA analysis include:

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

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

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

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

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

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

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

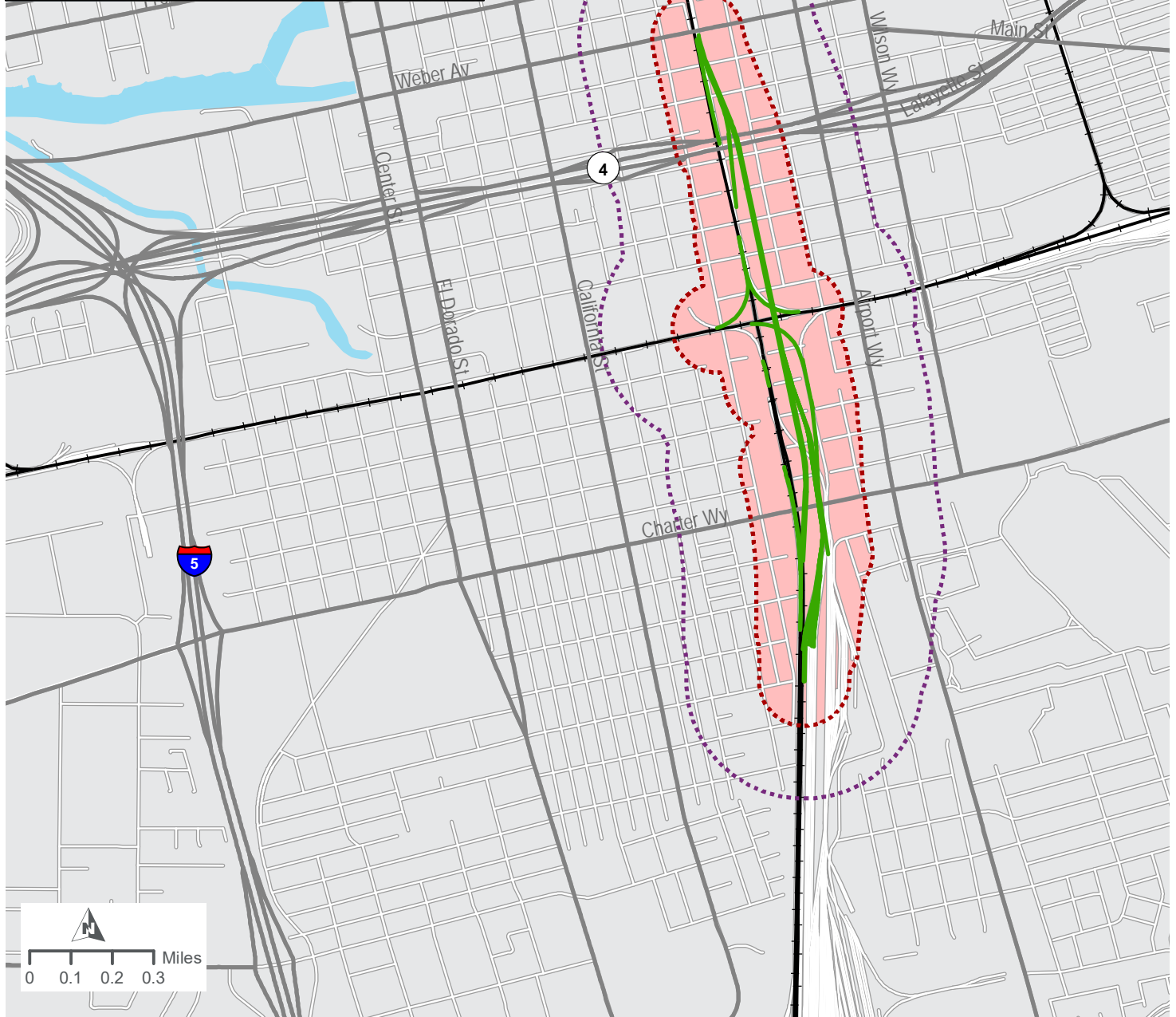
INFORMATION

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

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

Date: August 19, 2020

Attachment: Figure 1, Project Location Map



PROJECT LOCATION STOCKTON, CALIFORNIA



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

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

LEGEND

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

Internal Use Only

State Review Began _____ - _____ - 2020

SCH # _____

SCH Compliance _____ - _____ - 2020

Type of Document: _____

Project sent to the following State Agencies

☒ Resources

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

CalSTA

- ☐ Aeronautics
- ☐ CHP
- ☒ Caltrans # _____
- ☐ Trans Planning

Cal EPA

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

Yth/Adlt Corrections

- ☐ Corrections

State/Consumer Svcs

- ☐ General Services

Independent Comm

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

Other

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

Notice of Completion & Environmental Document Transmittal

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

SCH #

Project Title: _____

Lead Agency: _____ Contact Person: _____

Mailing Address: _____ Phone: _____

City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____

Cross Streets: _____ Zip Code: _____

Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____

Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: _____ Waterways: _____

Airports: _____ Railways: _____ Schools: _____

Document Type:

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

Local Action Type:

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

Development Type:

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

Project Issues Discussed in Document:

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

Present Land Use/Zoning/General Plan Designation:

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

Reviewing Agencies Checklist

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

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

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

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

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

Signature of Lead Agency Representative: _____ Date: _____

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



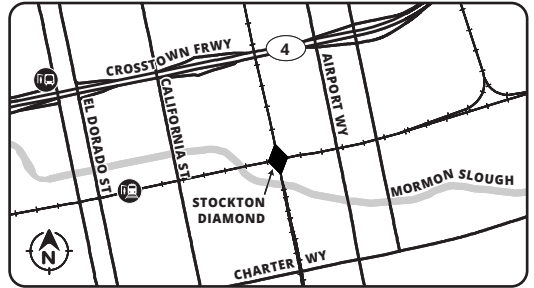
Public Notice Advertisements



PUBLIC NOTICE

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

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



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

PROJECT OVERVIEW

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

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

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

POTENTIAL ENVIRONMENTAL IMPACTS

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

VIRTUAL PUBLIC SCOPING MEETINGS

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

ENGLISH MEETINGS:

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

WebEx: bit.ly/SD_Public_Meeting1

Dial-in #: 408-418-9388

Code: 146 995 3665

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

WebEx: bit.ly/SD_Public_Meeting2

Dial-in #: 408-418-9388

Code: 146 662 8153

SPANISH MEETING:

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

WebEx: bit.ly/SD_Public_Meeting3

Dial-in #: 408-418-9388

Code: 146 356 6775

SUBMITTING COMMENTS

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

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

Email: info@stocktondiamond.com

Website: stocktondiamond.com

Telephone: 209-235-0133

SPECIAL MEETING ACCOMMODATIONS

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

NOTICIA PÚBLICA

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

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



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

RESUMEN DEL PROYECTO

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

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

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

POSIBLES IMPACTOS AMBIENTALES

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

REUNIONES DE ALCANCE PÚBLICO VIRTUALES

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

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

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

WebEx: bit.ly/SD_Public_Meeting1

Teléfono: 408-418-9388

Código: 146 995 3665

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

WebEx: bit.ly/SD_Public_Meeting2

Teléfono: 408-418-9388

Código: 146 662 8153

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

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

WebEx: bit.ly/SD_Public_Meeting3

Teléfono: 408-418-9388

Código: 146 356 6775

ENVÍO DE COMENTARIOS

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

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

Correo electrónico: info@stocktondiamond.com
Sitio web: stocktondiamond.com
Teléfono: 209-235-0133

ADAPTACIONES ESPECIALES PARA LA REUNIÓN

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



Invite Mailer & Database Methodology



STOCKTON DIAMOND GRADE SEPARATION

ENVIRONMENTAL SCOPING INFORMATION & VIRTUAL PUBLIC MEETINGS



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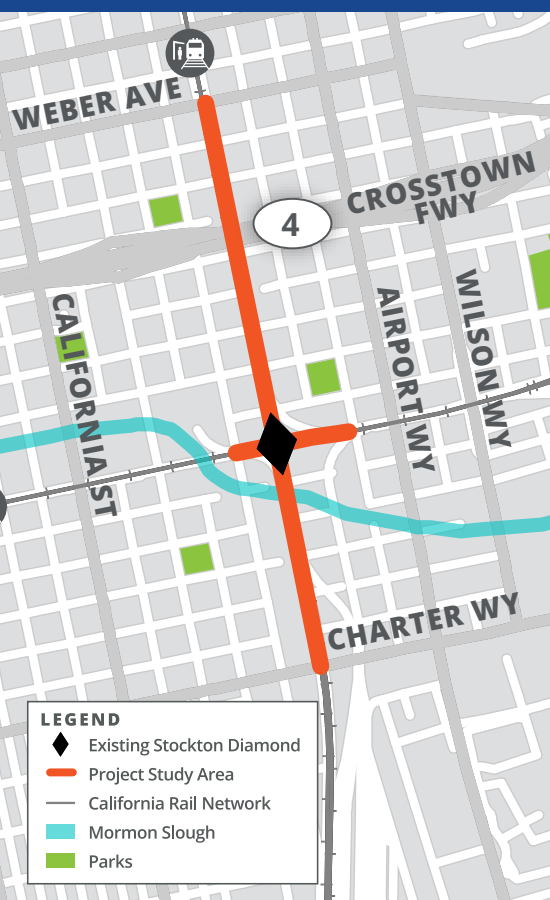
PLEASE
JOIN US!

ENGLISH MEETINGS:

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

SPANISH MEETING:

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



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

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

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

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

VIRTUAL PUBLIC MEETINGS

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

ENGLISH MEETINGS:

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

SPANISH MEETING:

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

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

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

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



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



INFO@STOCKTONDIAMOND.COM



209-235-0133



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



[ACE_TRAIN](https://twitter.com/ACE_TRAIN)

¡SÚMESE!

REUNIONES EN INGLÉS:

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

REUNIÓN EN ESPAÑOL:

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

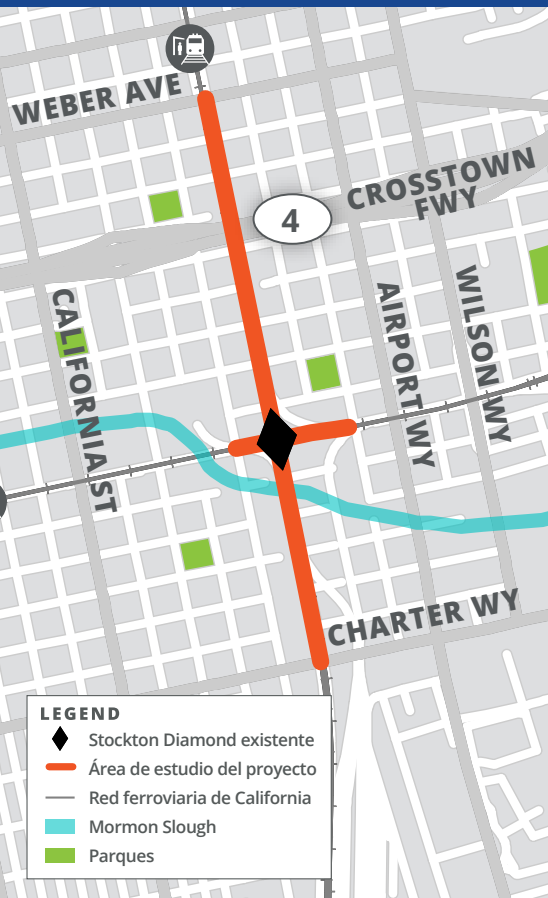
EL DIAMANTE DE STOCKTON:

desbloqueo del potencial del servicio ferroviario de carga y pasajeros del norte de California

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

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

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



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

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

REUNIONES PÚBLICAS VIRTUALES

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

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



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ACE_TRAIN

¡AGENDE LA REUNIÓN EN SU CALENDARIO!

REUNIONES EN INGLÉS:

- 1 **Martes, 15 de septiembre de 2020**
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 - Teléfono: 408-418-9388
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REUNIÓN EN ESPAÑOL:

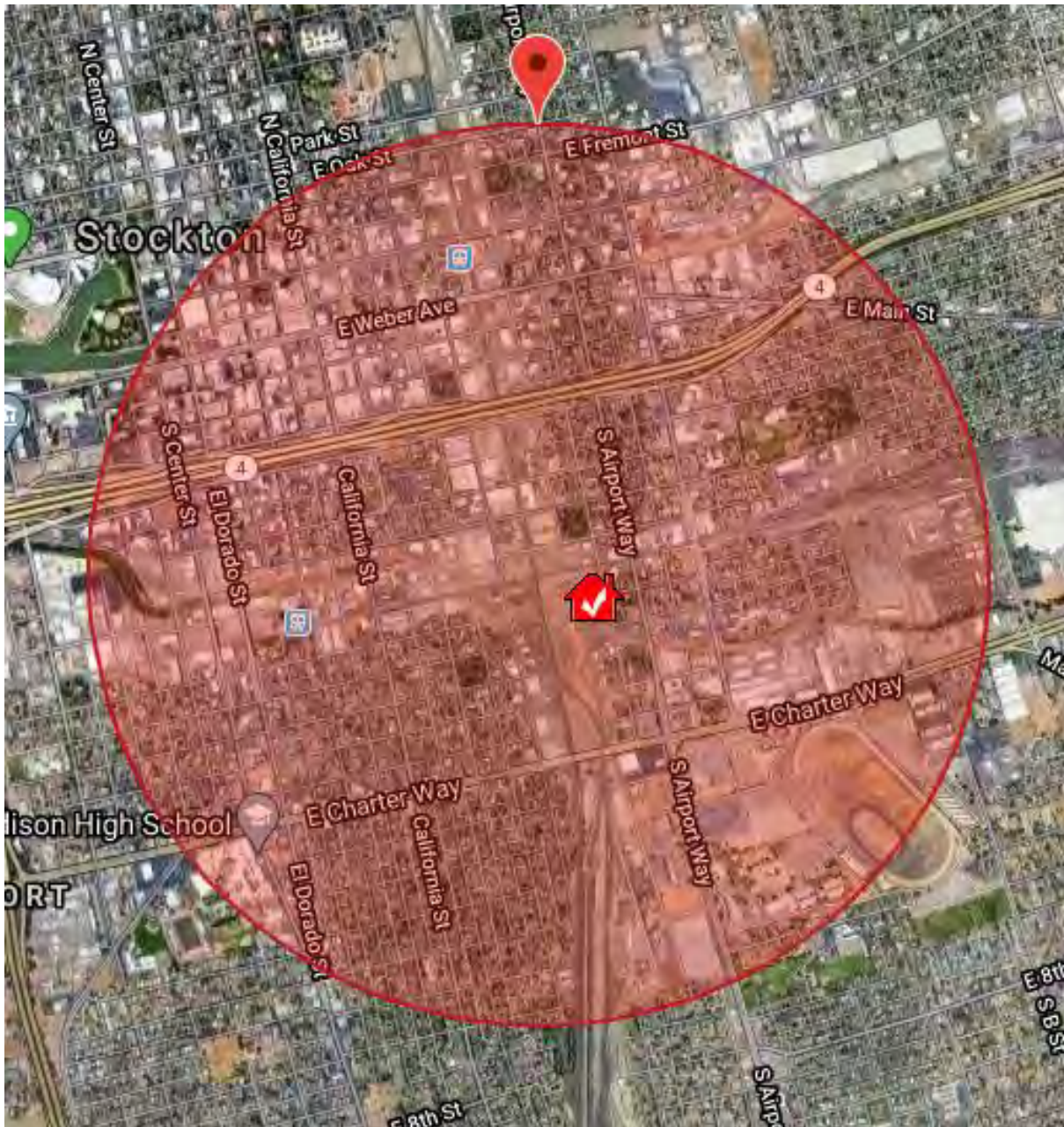
- 3 **Jueves, 17 de septiembre de 2020**
6-7:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting3
 - Teléfono: 408-418-9388
 - Código: 146 356 6775



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

Property Database

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





Media Relations





STOCKTON DIAMOND

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

August 19, 2020
FOR IMMEDIATE RELEASE

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

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

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

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

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

WHAT'S INVOLVED

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

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

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



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

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

LEARN MORE AT UPCOMING MEETINGS

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

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

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

SUBMITTING COMMENTS

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

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

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

ABOUT SJRRC:

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

LEARN MORE ABOUT STOCKTON DIAMOND PROJECT:

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

###



STOCKTON DIAMOND

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

September 11, 2020
FOR IMMEDIATE RELEASE

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

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

Public input encouraged on environmental scope of the project

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

LEARN MORE AT UPCOMING VIRTUAL PUBLIC MEETINGS

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

Join Online OR By Phone:

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

English Virtual Meeting #1	English Virtual Meeting #2	Spanish Virtual Meeting #3
Tuesday, Sept. 15, 2020 6-7:30 p.m.	Wednesday, Sept. 16, 2020 2-3:30 p.m.	Thursday, Sept. 17, 2020 6-7:30 p.m.
ONLINE: <ul style="list-style-type: none">Webex Link: bit.ly/SD_Public_Meeting1Webex Password: SD_Meeting#1 BY PHONE: <ul style="list-style-type: none">Dial-in #: 408-418-9388Dial-in Code: 146 995 3665	ONLINE: <ul style="list-style-type: none">Webex Link: bit.ly/SD_Public_Meeting2Webex Password: SD_Meeting#2 BY PHONE: <ul style="list-style-type: none">Dial-in #: 408-418-9388Dial-in Code: 146 662 8153	ONLINE: <ul style="list-style-type: none">Webex Link: bit.ly/SD_Public_Meeting3Webex Password: SD_Meeting#3 BY PHONE: <ul style="list-style-type: none">Dial-in #: 408-418-9388Dial-in Code: 146 356 6775

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SUBMITTING COMMENTS

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

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

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

BACKGROUND

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

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

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

ABOUT SJRRC:

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

LEARN MORE ABOUT STOCKTON DIAMOND PROJECT:

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###



FOR IMMEDIATE RELEASE
September 14, 2020

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

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

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

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

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

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

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

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

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

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

Governed by a Board of Directors consisting of six full-voting members from San Joaquin County and two special-voting members from Alameda County, SJRRC owns, operates and is the policy-making body for the Altamont Corridor Express (ACE) service, which has been transporting passengers between the Central Valley and Bay Area since 1999. It is also the managing agency of the San Joaquin Joint Powers Authority which manages the Amtrak San Joaquins service. For more information about SJRRC and ACE, visit acerail.com or connect through Facebook (@AltamontCorridorExpress) and Twitter (@ACE_train).

David Lipari
Marketing Manager

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

San Joaquin Regional Rail Commission (SJRRC)

949 East Channel St., Stockton, CA 95202

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

San Joaquin Joint Powers Authority (SJJPA)

Amtrak San Joaquins • www.amtrak-sanjoaquins.com



The Modesto Bee

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

[BY JOHN HOLLAND](#)

SEPTEMBER 29, 2020 06:00 AM

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

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

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

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

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

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

‘A CRITICAL STEP’ FOR CENTRAL VALLEY RAIL

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

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

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

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

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

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

TIMELINE AND FUNDING SOURCES

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

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

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

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

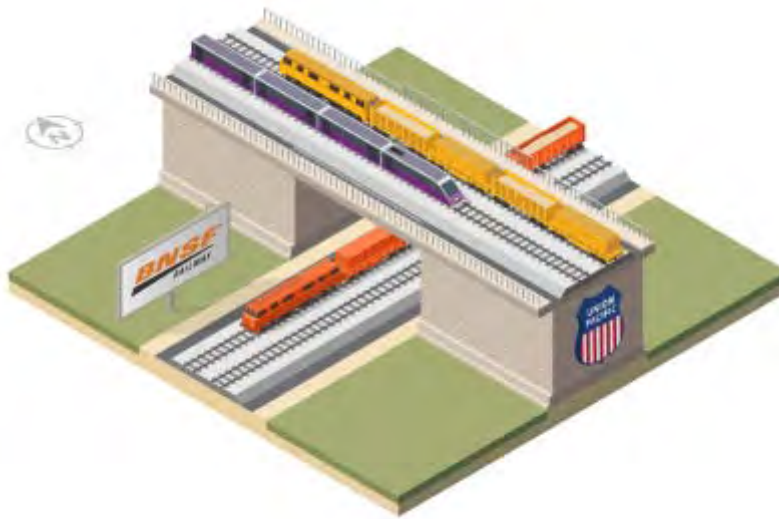


Two major rail lines cross at the Stockton Diamond, the most congested rail junction in California. A planned overpass and related upgrades got part of their funding in September 2020. *SAN JOAQUIN REGIONAL RAIL COMMISSION*

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

Joe Goldeen | The Record

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Six rail projects among 58 receiving BUILD grant capital funding

Another 10 projects with rail component get capital or planning funding

September 17, 2020

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



Fully rail-oriented projects include:

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

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

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

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

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

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

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

Rail-related projects not previously announced include:

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

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

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

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

Previously announced rail-related projects are:

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

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

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

Planning awards with a rail component receiving funding are:

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

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

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



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

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

September 16, 2020

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

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

Stockton Diamond project gets \$20 million grant

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

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

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

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

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



September 16, 2020

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

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



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

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

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

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

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

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

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

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

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

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

Federal grants awarded to improve freight rail and multimodal traffic flows

Funding part of \$1 billion for range of projects

Joanna Marsh | Wednesday, September 16, 2020



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

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

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

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

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

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

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

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

These are the projects that addressed freight rail movements:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

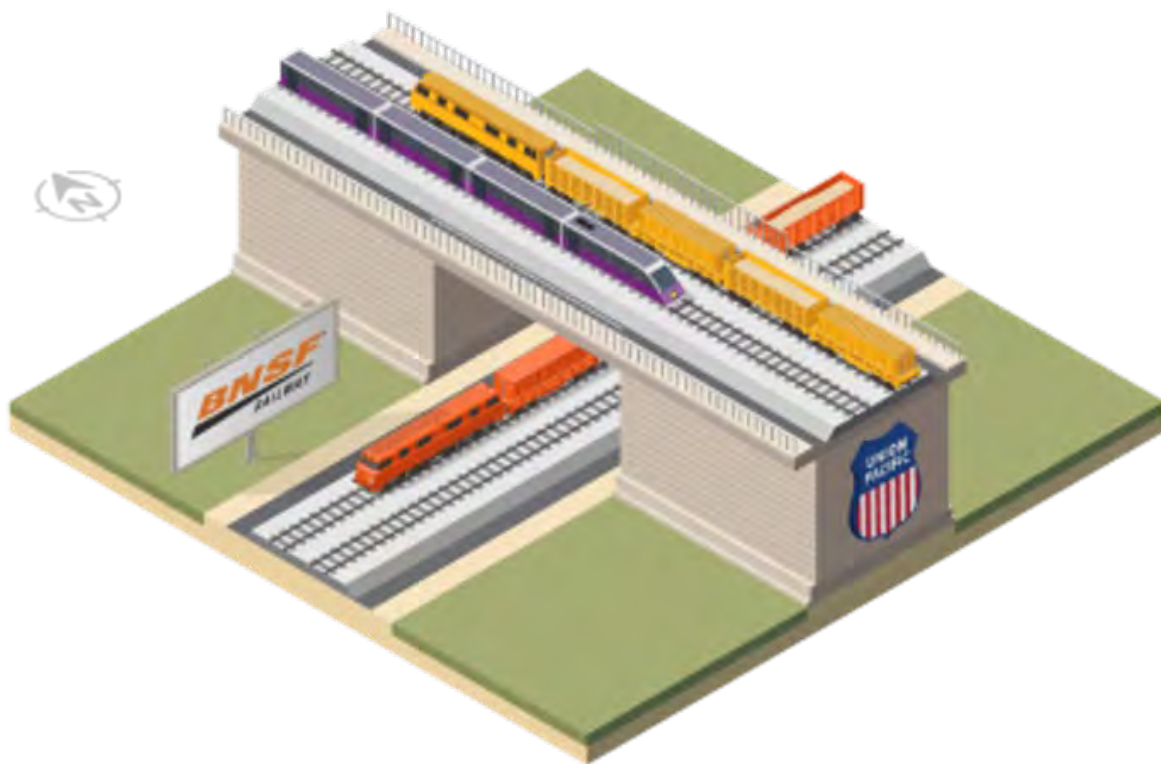
MASS TRANSIT

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

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

Mischa Wanek-Libman

Sep 15th, 2020



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

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

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

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

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

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

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

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

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

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

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

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

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



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

Posted September 15th, 2020 for California Department of Transportation

District: Headquarters

Contact: Tamie McGowen

Phone: (916) 416-8615

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

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

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

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

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

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

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

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

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

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

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



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

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

Sep 14, 2020 | Press Release

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

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

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

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

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

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

#

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

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

Stockton Diamond Environmental Scoping Information and Virtual Public Meetings

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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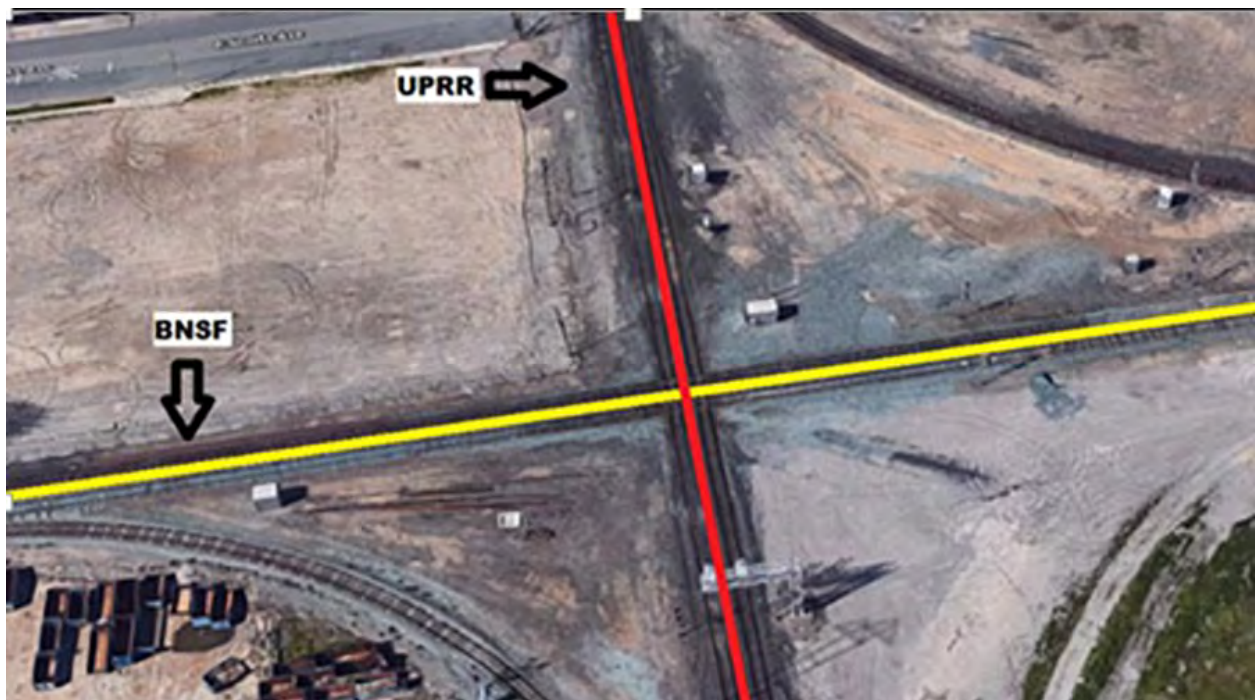
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IMAGE DOES NOT DEPICT ACTUAL INSTALLATION METHOD.

8/20/2020

Rail News: Passenger Rail

San Joaquin rail panel begins environmental review of proposed grade separation



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

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

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

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

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

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

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

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

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


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



Website Screenshots



Homepage





Environmental


Public Engagement


Resources

Contact









JUMP TO:

THE CONCEPT

THE MAP

THE BENEFITS

THE FUNDING

THE TIMELINE

Para español haga clic aquí

Select Language


THE PROJECT

THE CHALLENGE

THE SOLUTION

STOCKTON DIAMOND GRADE SEPARATION PROJECT

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



THE PROJECT

THE CHALLENGE

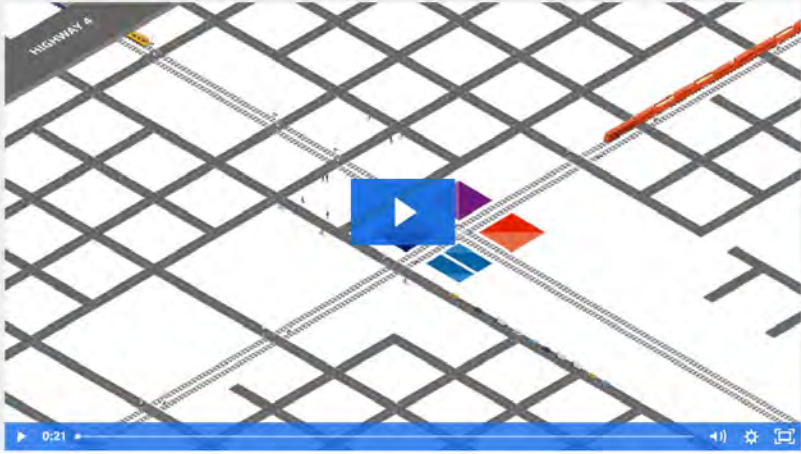
THE SOLUTION

WHAT WE'RE TACKLING

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

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

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



THE PROJECT


THE CHALLENGE

THE SOLUTION

HERE'S HOW WE RESOLVE IT

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


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



EFFICIENCY

Enhance efficiency, velocity and throughput


Reduce greenhouse gas emissions caused by idling locomotive



MOBILITY

Improve mobility at key railway/roadway crossings for motorists, bicyclists and pedestrians

Reduce freight and passenger rail delays and associated congestion



PERFORMANCE

Improve on-time performance by reducing travel delays

Facilitate passenger rail service expansion for Altamont Corridor Express (ACE) and Amtrak San Joaquins

Homepage

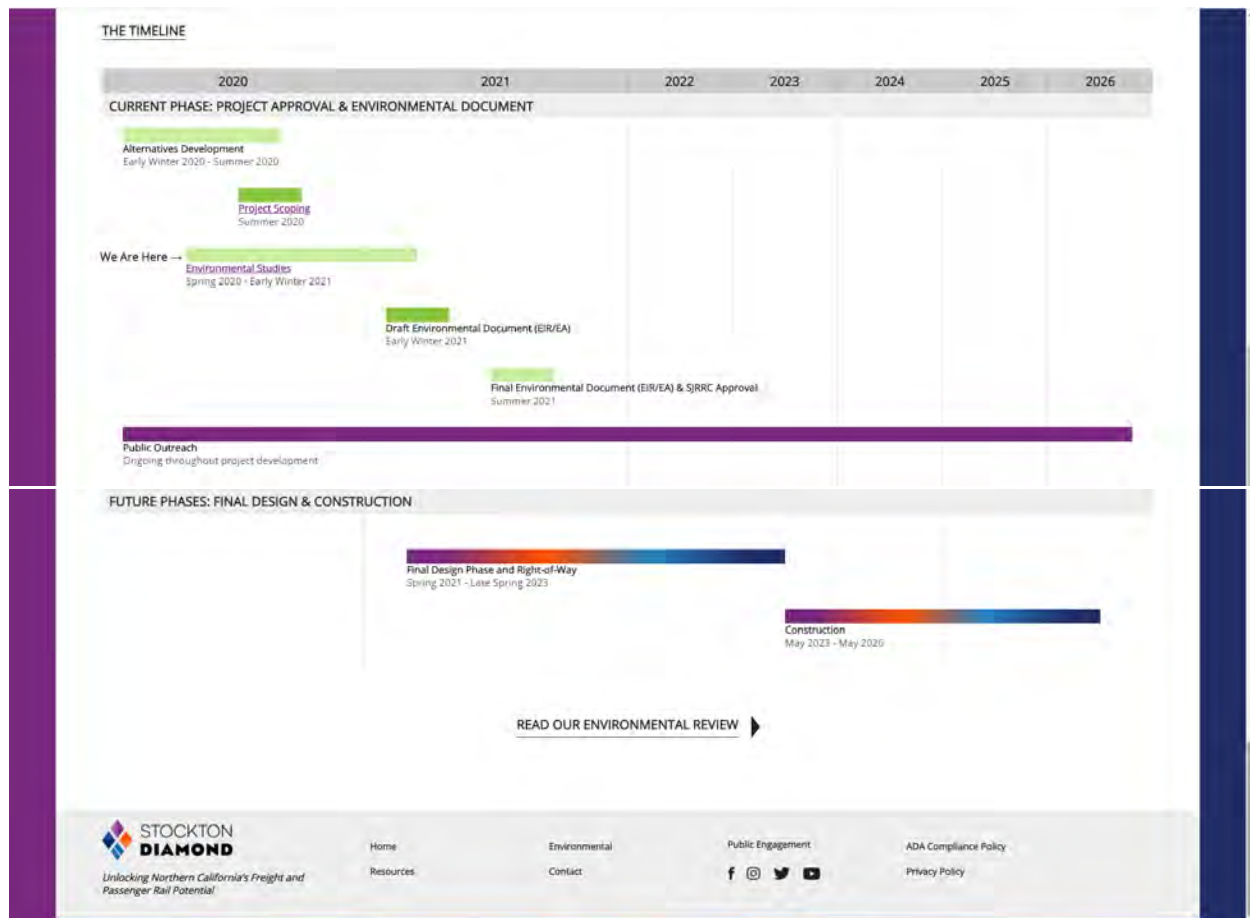
THE CONCEPT	<p>CONCEPT 1: PROPOSED UP FLYOVER BRIDGE</p> <p>SJRRRC has been working closely with BNSF, UP and project partners to identify feasible project concepts that will separate the two rail lines by elevating one over the other at the Stockton Diamond. A number of scenarios have been reviewed and eliminated based on feasibility and potential impacts to the surrounding community. Based on preliminary scenario evaluation and railroad agreement as the owner/operators of the rail lines, SJRRRC is moving forward with environmental review and analysis of a preferred flyover concept with multiple design variations.</p> <p>Concept 1 places the UP Fresno Subdivision on a flyover above the BNSF Stockton Subdivision on a new alignment to the east of the existing mainline tracks. Several design variations will be considered and assessed during the environmental phase to address connections to the UP Stockton rail yard and mainline UP and BNSF tracks, avoid existing structures such as State Route 4 as well as minimize impacts to local roadways.</p> 		
THE MAP			
THE BENEFITS			
THE FUNDING			

THE CONCEPT	<p>CONCEPT 1: PROPOSED UP FLYOVER BRIDGE</p> <p>Concept 1 impacts multiple east-west local road crossings as a result of the proposed track alignment shift and rail operational improvements. SJRRRC, the City of Stockton, and the railroads are currently coordinating on proposed modifications at each railway/roadway crossing which may include road closures at key locations. Should road closures occur, motorists, bicyclists and pedestrians affected by potential road modifications will be diverted to adjacent crossings where improvements will be made to facilitate enhanced safety and multimodal access.</p> 		
THE MAP			
THE BENEFITS			
THE FUNDING			


THE CONCEPT	 <p>STIMULATE MOBILITY</p> <p>Improve regional passenger and freight rail efficiency and travel reliability by reducing conflicting train movements on shared-use rail corridors</p>			 <p>ENHANCE SAFETY</p> <p>Improve access and mobility for City of Stockton residents through crossing closures, as well as bike, pedestrian, and roadway improvements at multiple roadway/railway grade crossings</p>	 <p>ECONOMIC VITALITY</p> <p>Reduced delays and fuel consumption; Increased goods movement throughput and train velocity resulting in cost savings for transportation</p>
THE MAP					
THE BENEFITS	 <p>INSPIRE CONNECTIONS</p> <p>Support faster, more reliable passenger rail travel options and expansion of service linking travelers to friends and family gatherings, employment and key destinations throughout Northern California</p>			 <p>SUSTAINABILITY</p> <p>Improve air quality through reduction of greenhouse gas caused by trains and vehicles who sit idling due to congestion and delays at the existing Stockton Diamond.</p>	
THE FUNDING					

THE CONCEPT	<p>The proposed project is currently estimated to cost approximately \$237 million (in 2020 dollars). Potential project costs will be confirmed through the design process being undertaken by SJRRRC for the project. SJRRRC is currently working to secure state and federal funding to complete the project, including:</p>		
THE MAP			
THE BENEFITS			
THE FUNDING	 <p>LOCAL</p> <p>\$100 million in Trade Corridor Enhancement Program funding through California's Senate Bill (SB) 1. SJRRRC will use already secured SB 132 and Interregional Transportation Improvement Program funding to match other project funds</p>	 <p>STATE</p> <p>\$20 million Federal grant from the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program (awarded Sept. 2020)</p>	 <p>FEDERAL</p>

Homepage



Environmental Page



EnvironmentalPublic EngagementResourcesContact

JUMP TO:

THE REVIEW

THE PROCESS


THE KEY ACTIVITIES

Para español haga clic aquí
Select Language


THE ENVIRONMENTAL REVIEW

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


RESOURCE AREAS




Agriculture & Forestry Resources




Air Quality & Greenhouse Gas Emissions




Biological Resources




Cultural Resources




Energy




Geology/Soils




Hazards & Hazardous Materials




Hydrology/Water Quality




Land Use/Planning




Noise & Vibration




Parks & Recreation




Population/Housing




Public Services & Utilities



Transportation & Circulation



Visual Resources



Wildfire

THE CEQA/NEPA PROCESS

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

1

CEQA: Notice of Preparation (NOP) of EIR/EA (Launched on Aug. 19, 2020)

2

CEQA: Scoping & minimum 30-day Public Comment Period – Public Scoping Meetings (45 days from Aug. 19 to Oct. 3, 2020)

3

CEQA: Draft EIR Development – **In Progress**
NEPA: Draft EA Development – **In Progress**

4

CEQA: Draft EIR/EA minimum 30-Day Circulation for Public/Agency Review & Comment – Public Meeting

5

CEQA: Final EIR, including Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program
NEPA: Final EA, including Environmental Mitigation and Monitoring Commitments

Public participation opportunities

THE KEY ACTIVITIES

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



Environmental Data
Collection and Field
Surveys



Preparation of
environmental technical
studies*



Development of a Draft
EIR/EA



Public review of Draft
EIR/EA




Preparation of Final
Environmental Approval
Docs

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

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

Public Engagement Page



EnvironmentalPublic EngagementResourcesContact

JUMP TO:

NEWS

EVENTS

KEY ACTIVITIES

Para español haga clic aquí
Select Language

WE VALUE YOUR INPUT

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

NEWS

News Release / Media Advisories

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

Media Articles

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

EVENTS

Notice of Preparation - Launched on Aug. 19, 2020

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

September Virtual Public Meetings

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

Public Engagement Page

THE KEY ACTIVITIES

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



MAINTENANCE OF EXTENSIVE CONTACT
DATABASE

[SIGN-UP NOW](#)

COMMUNITY MEETINGS & BRIEFINGS (IN-PERSON
& VIRTUAL)

[REQUEST A PRESENTATION](#)



FORMATION OF A STAKEHOLDER WORKING GROUP

[PARTICIPANT LIST COMING SOON](#)

DISTRIBUTE EDUCATIONAL MATERIALS THROUGH
EMAIL, PRINT & WEB

[CHECK OUT OUR RESOURCES](#)



HOSTING ONLINE MEETINGS (IN-PERSON &
ONLINE)


[GO TO NEWS & EVENTS](#)

MEDIA COORDINATION INCLUDING SOCIAL MEDIA

[GO TO NEWS & EVENTS](#)



Resources Page



EnvironmentalPublic EngagementResourcesContact

JUMP TO:PROJECT MATERIALSFAQPROJECT PARTNERS

Para español haga clic aquí
Select Language

RESOURCES

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

VIRTUAL PUBLIC MEETING MATERIALS

ENGLISH MEETING #1

- Video Recording
- PowerPoint Presentation

ENGLISH MEETING #2

- Video Recording
- PowerPoint Presentation

SPANISH MEETING #3

- Video Recording
- PowerPoint Presentation

PROJECT MATERIALS & MORE

STOCKTON DIAMOND FACT SHEET

VALLEY RAIL PROGRAM

PROJECT SUPPORTERS

NOTICE OF PREPARATION

FREQUENTLY ASKED QUESTIONS

OVERVIEW

PURPOSE/NEED

BENEFITS

FUNDING

ENVIRONMENTAL

CONSTRUCTION

FREIGHT VS. PASSENGER RAIL

Resources Page

MISC.



PARTICIPATION/CONTACT




PROJECT PARTNERS



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

Contact Page





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CONTACT US

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

info@StocktonDiamond.com

 (209) 235-0133

COMMENT OR SIGN-UP

First Name

Last Name

Email

Street Address

Street Address 2

City

State

-None-

ZIP Code

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Subject

Comment

Enter the Captcha

SUBMIT

Reload



Unlocking Northern California's Freight and Passenger Rail Potential

HomeResources

EnvironmentalContact

Public Engagement

ADA Compliance PolicyPrivacy Policy



E-blasts



Sent on Wednesday, Aug. 19, 2020

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



ENVIRONMENTAL SCOPING INFORMATION & VIRTUAL PUBLIC MEETINGS

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

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

LEARN MORE AT UPCOMING VIRTUAL PUBLIC MEETINGS:

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

English Virtual Meeting #1 Tuesday, Sept. 15, 2020 6-7:30 p.m. WebEx: bit.ly/SD_Public_Meeting1 Dial-in #: 408-418-9388 Code: 146 995 3665	English Virtual Meeting #2 Wednesday, Sept. 16, 2020 2-3:30 p.m. WebEx: bit.ly/SD_Public_Meeting2 Dial-in #: 408-418-9388 Code: 146 662 8153	Spanish Virtual Meeting #3 Thursday, Sept. 17, 2020 6-7:30 p.m. WebEx: bit.ly/SD_Public_Meeting3 Dial-in #: 408-418-9388 Code: 146 356 6775
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Visit StocktonDiamond.com for more information or to sign-up for project notifications.

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



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Sent on Thursday, Aug. 27, 2020

Subject: Stockton Diamond Project Update: August 27, 2020



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

Project Communication: August 27, 2020

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

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

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

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Sent on Tuesday, Sept. 1, 2020

Subject: Stockton Diamond Upcoming Virtual Public Meetings



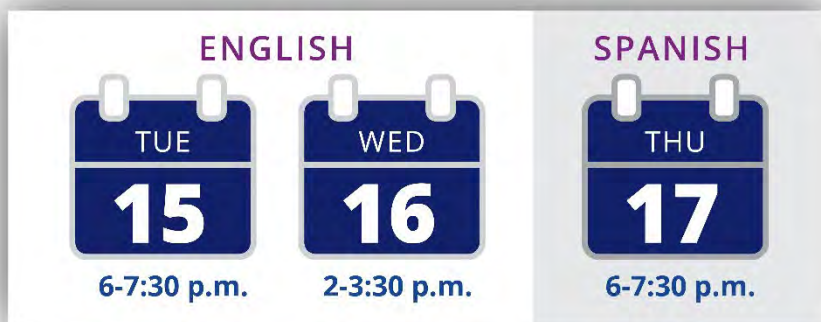
STOCKTON DIAMOND GRADE SEPARATION:

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

Mark Your Calendars!

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

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



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Sent on Wednesday, Sept. 9, 2020

Subject: Stockton Diamond - Your Feedback Matters!



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

Your Feedback Matters!

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

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

Visit stocktondiamond.com for more details and meeting links.



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Sent on Monday, Sept. 14, 2020

Subject: Stockton Diamond - Virtual Public Meetings This Week



STOCKTON DIAMOND GRADE SEPARATION:

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

Virtual Public Meetings Happening This Week

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

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

VIRTUAL PUBLIC MEETING #1 (ENGLISH)



6-7:30 p.m.

ONLINE:

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

BY PHONE:

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

VIRTUAL PUBLIC MEETING #2 (ENGLISH)



2-3:30 p.m.

ONLINE:

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

BY PHONE:

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

VIRTUAL PUBLIC MEETING #3 (SPANISH)



6-7:30 p.m.

ONLINE:

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

BY PHONE:

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

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Sent on Monday, Sept. 21, 2020

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



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

Thanks for Engaging with Us!

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

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

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

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Sent on Wednesday, Sept. 30, 2020

Subject: Stockton Diamond – Last Call for Scoping Comments



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

Reminder: Public Comment Period Ends Oct. 3

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

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

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

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Sent on Friday, Oct. 9, 2020

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



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

Thank You for Your Input During Project Scoping!

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

What's Next?

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

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

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Teurn, Tammy

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

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





STOCKTON DIAMOND GRADE SEPARATION ENVIRONMENTAL SCOPING INFORMATION & VIRTUAL PUBLIC MEETINGS



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

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

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

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

VIRTUAL PUBLIC MEETINGS

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

MARK YOUR CALENDARS!

ENGLISH MEETINGS:

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

SPANISH MEETING:

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

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

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

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



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



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

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

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

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

REUNIONES PÚBLICAS VIRTUALES

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

¡AGENDE LA REUNIÓN EN SU CALENDARIO!

REUNIONES EN INGLÉS:

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

REUNIÓN EN ESPAÑOL:

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

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

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

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



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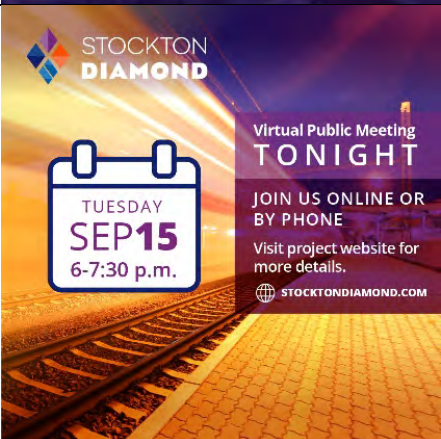


Date	Post	Associated Graphics
Mon. 8/17/20	<p>We are hard at work on the Stockton Diamond Grade Separation Project to fix one of the most congested rail corridors in California!</p> <p>Learn how this project benefits our community and the region at StocktonDiamond.com</p> <p>#StocktonDiamond #GradeSeparation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






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



<p>Tues. 9/8/20</p>	<p>Have you heard about the Stockton Diamond? Join the discussion and stay informed by signing up for project updates at www.stocktondiamond.com/contact.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>SIGN UP FOR PROJECT UPDATES ONLINE!</p> <p>STAY INFORMED STOCKTONDIAMOND.COM 209-235-0133 INFO@STOCKTONDIAMOND.COM</p> <p>STOCKTON DIAMOND <i>Unlocking Northern California's Freight and Passenger Rail Potential</i></p>
<p>Thurs. 9/10/20 boosted</p>	<p>DON'T FORGET.... We're hosting three virtual public meetings starting next Tuesday for the Stockton Diamond Grade Separation Project. Listen to the presentation and talk directly with the project team. Visit www.stocktondiamond.com for more details and meeting links.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>Don't Forget! Upcoming Virtual Public Meetings</p> <p>ENGLISH TUE 15 6-7:30 p.m.</p> <p>SPANISH WED 16 2-3:30 p.m.</p> <p>SPANISH THU 17 6-7:30 p.m.</p> <p>JOIN US ONLINE OR BY PHONE</p> <p>STAY INFORMED STOCKTONDIAMOND.COM 209-235-0133 INFO@STOCKTONDIAMOND.COM</p>
<p>Tues, 9/15/20</p>	<p>The Stockton Diamond Grade Separation project team is excited to talk with you at our first virtual meeting tonight at 6 p.m. Please Note: This meeting will be in English, but we're hosting a Spanish only virtual meeting on Thursday, September 17.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>STOCKTON DIAMOND</p> <p>Virtual Public Meeting TONIGHT</p> <p>TUESDAY SEP 15 6-7:30 p.m.</p> <p>JOIN US ONLINE OR BY PHONE Visit project website for more details. STOCKTONDIAMOND.COM</p>



<p>Weds, 9/16/20</p>	<p>If you missed last night's virtual meeting, don't worry, we're hosting a second meeting this afternoon at 2 p.m. Don't miss the discussion on this important rail improvement project in your community. We look forward to connecting with you!</p> <p>Please Note: Our third virtual meeting is tomorrow and will be held in Spanish only.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>Did you miss last night's virtual meeting?</p> <p>WEDNESDAY SEP 16 2-3:30 p.m.</p> <p>JOIN US TODAY online or by phone. Visit project website for more details. STOCKTONDIAMOND.COM</p>
<p>Thurs, 9/17/20</p>	<p>During this pandemic, we continue to work to connect with you. Join our virtual meeting in Spanish only tonight at 6 pm for the Grade Separation Project (via train called) Stockton Diamond. We look forward to our debate with you!</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>STOCKTON DIAMOND</p> <p>JUEVES 17 de SEP 6-7:30 p.m.</p> <p>Visite el sitio web del proyecto para obtener más detalles en español.</p>
<p>9/21/20</p>	<p>It was great to talk with you last week about the Stockton Diamond Grade Separation Project. Your input during the meetings and ongoing participation in this project is appreciated.</p> <p>You can submit a comment through a number of ways during this public comment period that ends at 5 p.m. PDT on October 3.</p> <p>To stay connected, sign-up for project notifications at www.stocktondiamond.com/contact/. We will continue to keep you updated along the way.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>Thank You!</p> <p>FOR ATTENDING OUR VIRTUAL PUBLIC MEETINGS</p> <p>STAY CONNECTED STOCKTONDIAMOND.COM 209-235-0133 INFO@STOCKTONDIAMOND.COM</p>



9/24/20	<p>Curious about the Stockton Diamond Grade Separation project and what is being analyzed for potential environmental impacts as required by the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA)?</p> <p>Learn more about the environmental review process at www.stocktondiamond.com</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
9/28/20	<p>THERE'S STILL TIME TO SUBMIT INPUT!</p> <p>Even though the initial public comment period for the Stockton Diamond Grade Separation project ends this week, there's still time to submit your input!</p> <p>Comments and questions must be submitted by 5 p.m. PT on October 3.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
10/1/20	<p>This is your friendly reminder that the initial public comment period for the proposed Stockton Diamond Grade Separation project ends this week on Saturday, October 3 at 5 p.m. PDT.</p> <p>While the formal comment period for this initial environmental review milestone is ending, ongoing engagement opportunities and additional public comment periods will continue to be promoted.</p> <p>Stay in the know at StocktonDiamond.com/contact</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	



10/5/20	<p>We would like to extend a big Thank You to our region for your interest in the Stockton Diamond Grade Separation project. We appreciate your time and interest in this important rail improvement project. Your feedback is being reviewed by the project team as we continue to identify a feasible concept. We'll continue to keep you informed throughout each project milestone. www.stocktondiamond.com #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
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Virtual Public Meetings





STOCKTON
DIAMOND

Virtual Public Meetings

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

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




San Joaquin
Joint Powers Authority



STOCKTON DIAMOND GRADE SEPARATION PROJECT

Ground Rules & Reminders

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



Project Overview



Environmental Review Process



Key Project Milestones



Communications & Engagement



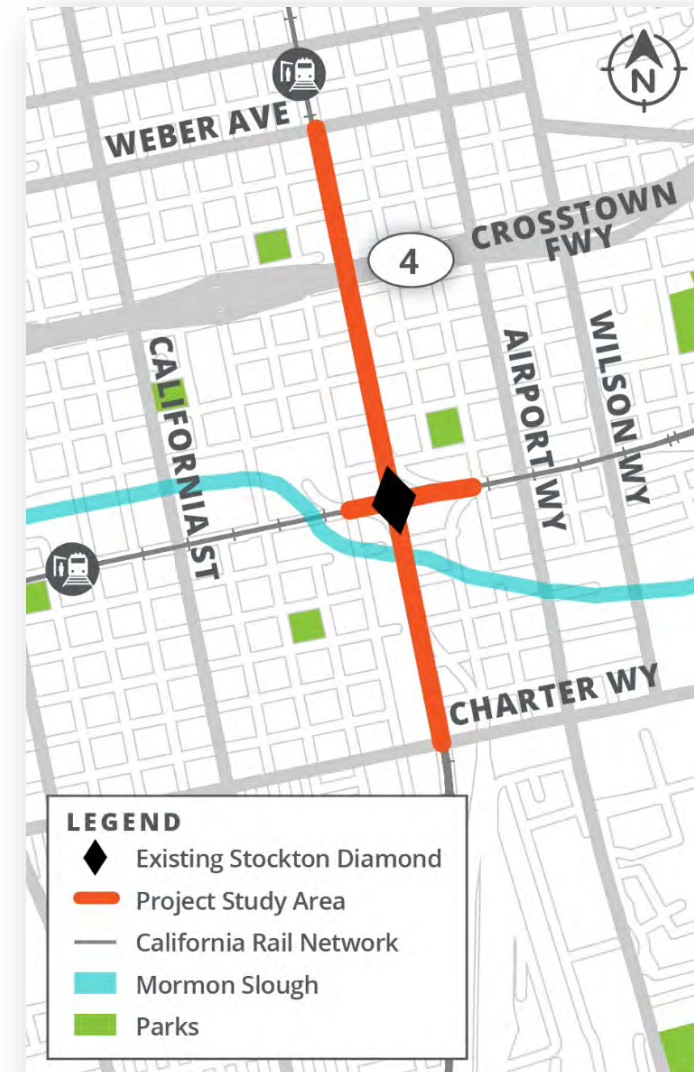
Questions & Discussion



◆ PROJECT OVERVIEW

Existing Rail Crossing

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



Current Challenges

Busiest, most congested rail bottleneck in CA

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





STIMULATE MOBILITY: Improve rail efficiency and reliability



ENHANCE SAFETY: Improve track crossings



ECONOMIC VITALITY: Increased throughput



INSPIRE CONNECTIONS: Support service expansion linking residents to jobs



SUSTAINABILITY: Improve air quality with emission reduction

Project Partners



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



San Joaquin
Joint Powers Authority

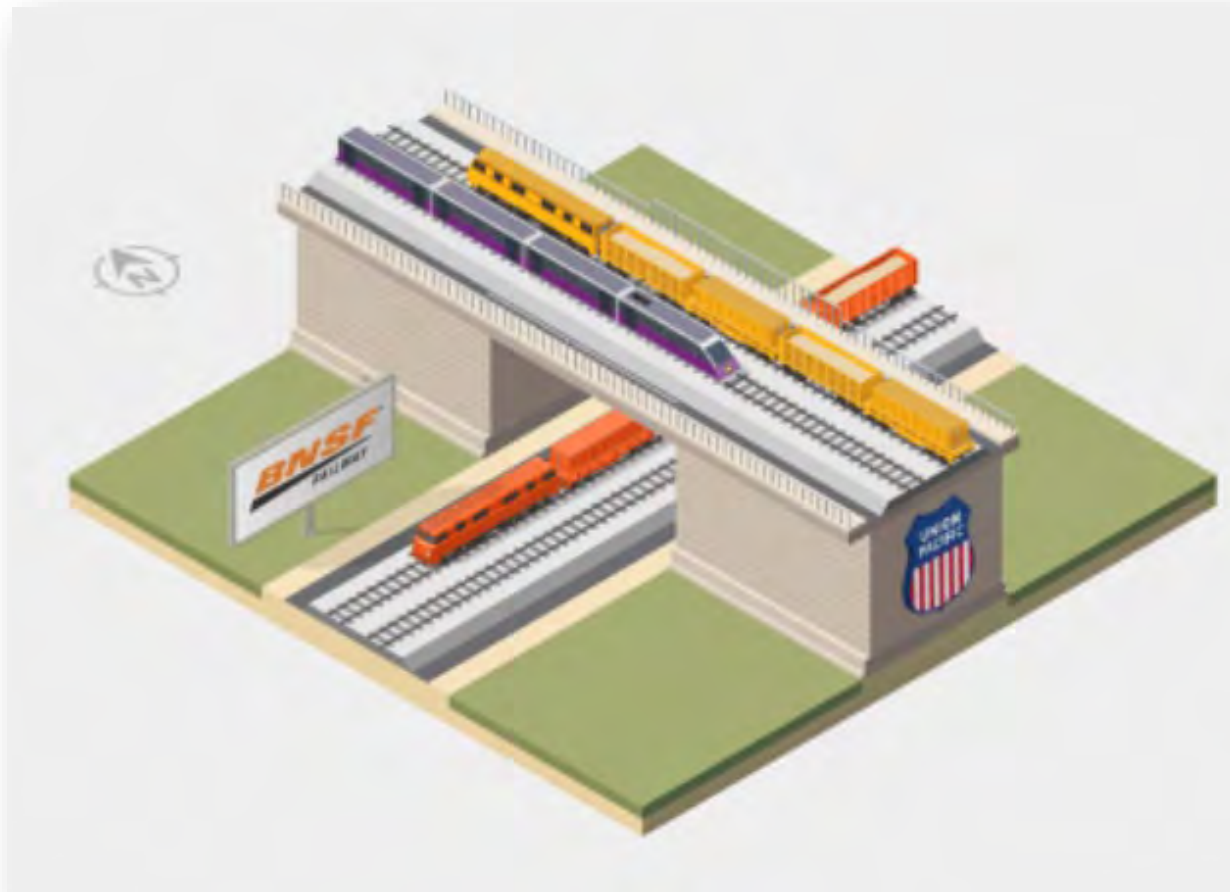


CALIFORNIA
High-Speed Rail Authority



SAN JOAQUIN
—COUNTY—
Greatness grows here.

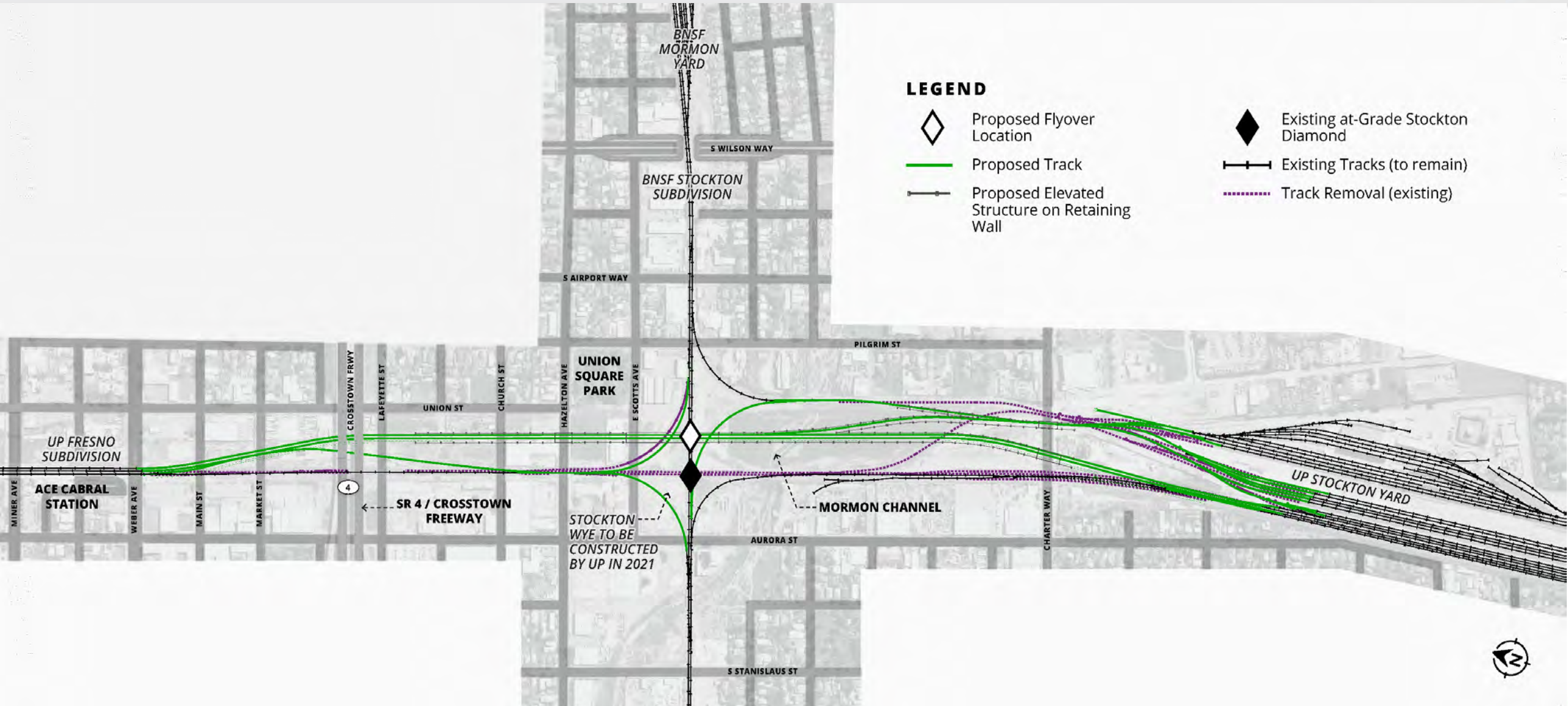




- Grade separation with flyover bridge
 - Uninterrupted rail flow through crossing
- Identification of feasible concepts
 - Partner and stakeholder coordination
- Grade separation concept reviewed for environmental impact
 - Identification of mitigation measures

Unlocking freight & passenger rail mobility in Northern CA

Proposed Flyover Bridge Location



Flyover Concept Examples



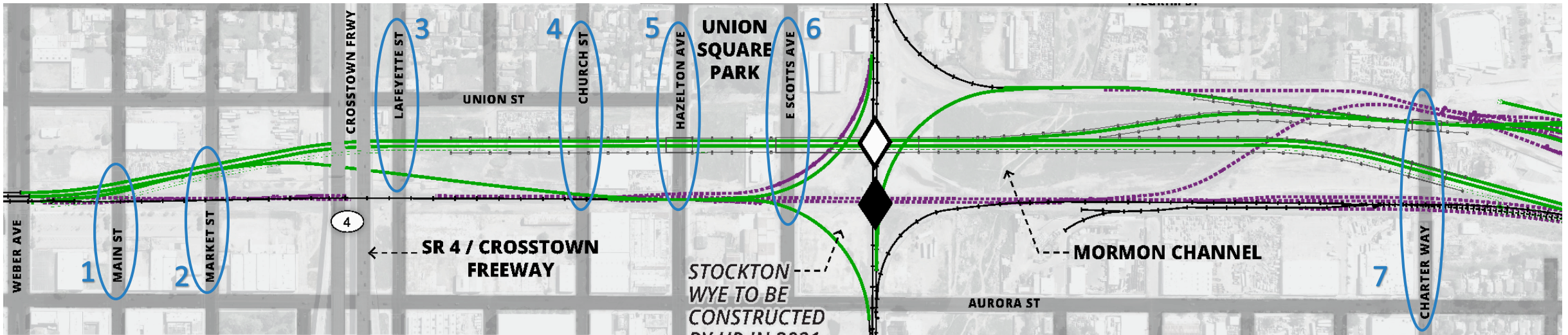
Design & materials to be determined through planning process

Local Road Crossings

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

Potential Local Roadway Modifications:

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



Why We're Here Today?

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

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



◆ ENVIRONMENTAL REVIEW

Preferred project concept analyzed within:



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

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

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



Coordination with regulatory agencies including, but not limited to:

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



Ongoing regional community stakeholders and general public

- Engagement and input are critical to planning process

Environmental Resource Areas



Land Use Planning



Population
& Housing



Air Quality & Greenhouse
Gas Emissions



Noise & Vibration



Visual Resources



Parks &
Recreation



Biological
Resources



Hydrology &
Water Quality



Cultural
Resources



Hazards & Hazardous
Materials



Transportation
& Circulation



Geology
& Soils



Energy



Public Services
& Utilities



Agriculture & Forestry
Resources



Wildfire

Focus on Environmental Justice

Potential Project Burdens



Noise &
Vibration



Visual
Resources



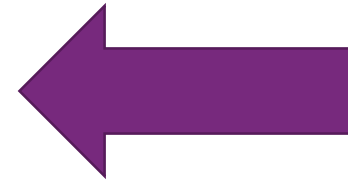
Cultural
Resources



Public Services
& Utilities



Environmental
Justice



Potential Project Benefits



Air Quality &
Greenhouse
Gas Emissions



Transportation
& Circulation



Energy

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

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

Scoping Comments Submittal

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



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



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

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



◆ KEY PROJECT MILESTONES

Current & Future Project Phases



Next Steps



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



Ongoing Stakeholder & Public Engagement





◆ COMMUNICATIONS & ENGAGEMENT

Proactive Public Engagement



Contact Database



Speakers Bureau &
Stakeholder
Working Group



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



Media Coordination
& Social Media



Stakeholder Coordination
& Information Sharing



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








◆ Q&A SESSION



SUBMIT QUESTIONS

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





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STOCKTON
DIAMOND

Reunión Pública Virtual #3


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



San Joaquin
Joint Powers Authority



PROYECTO DE PASO A DESNIVEL DEL DIAMANTE DE STOCKTON

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



Resumen del proyecto



Proceso de revisión ambiental



Hitos claves del proyecto



Participación y comunicaciones



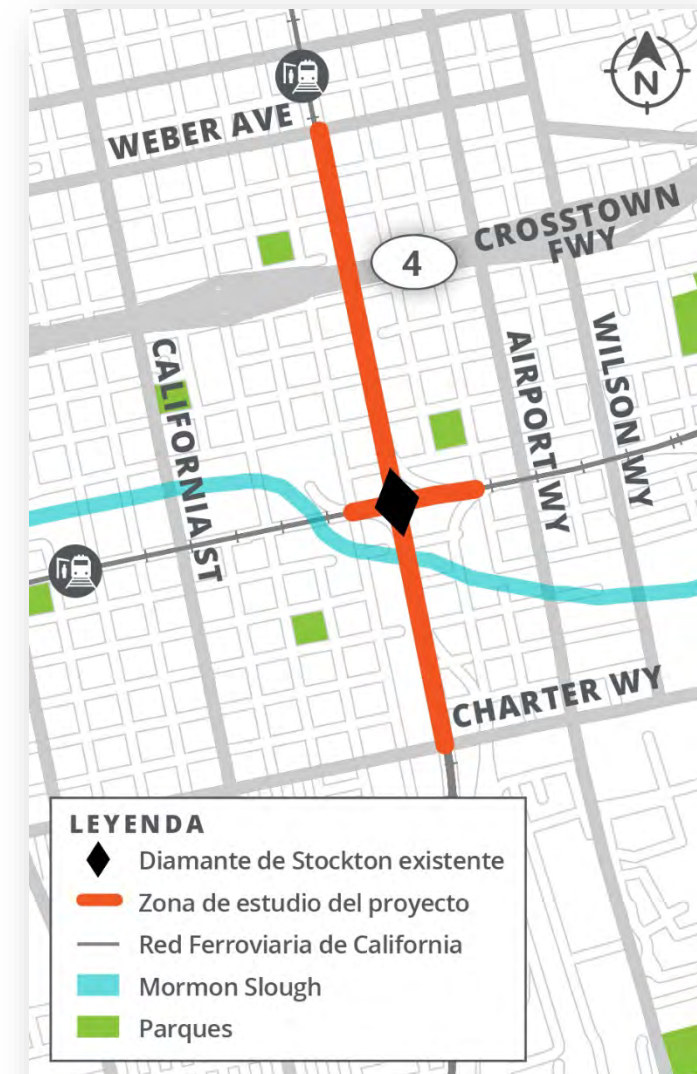
Preguntas & Discusión



◆ RESUMEN DEL PROYECTO

Cruce ferroviario existente

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



Cuello de botella ferroviario más ocupado y congestionado en CA

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



Objetivos del proyecto



MOBILIDAD DE STIMULATE: Mejorar la eficiencia y fiabilidad ferroviaria



SEGURIDAD DE MEJORAR: Mejorar los cruces de pista



VITALIDAD ECONOMICA: Aumento del rendimiento



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



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

Socios de proyecto



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

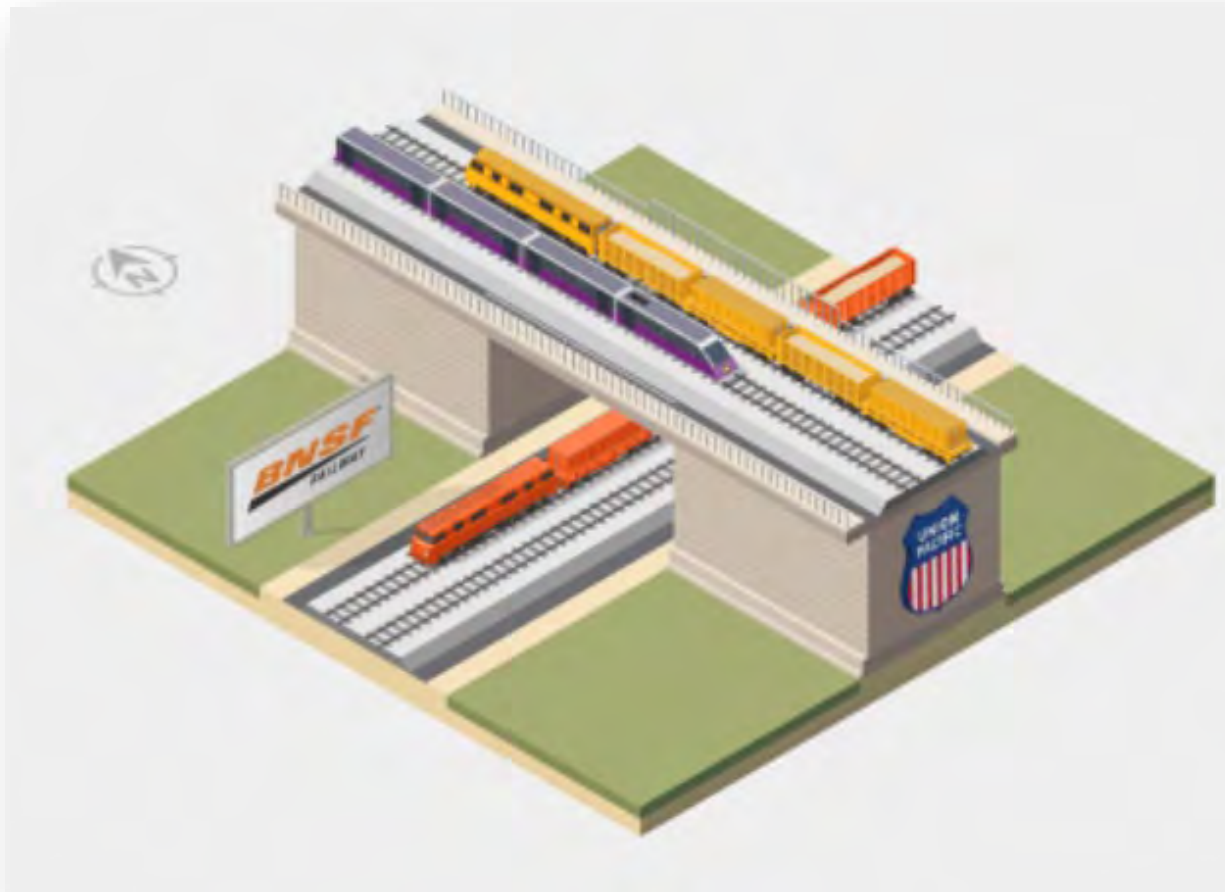


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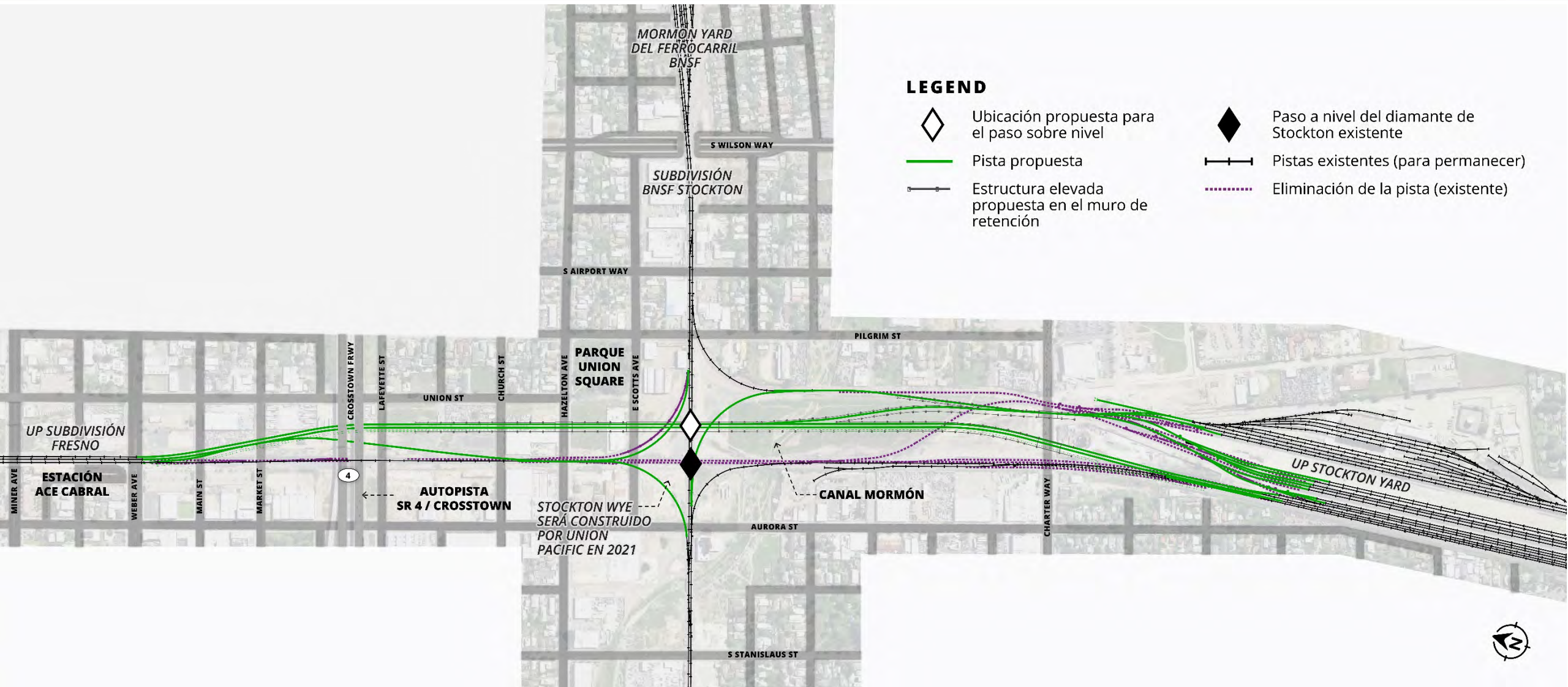




- Separación de grado con puente de sobrevuelo
 - Flujo ferroviario ininterrumpido a través del cruce
- Identificación de conceptos factibles
 - Coordinación de socios y partes interesadas
- Concepto de separación de grado revisado para el impacto ambiental
 - Identificación de medidas de mitigación

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

Ubicación propuesta para el puente de paso sobre nivel



Ejemplos de concepto de Flyover



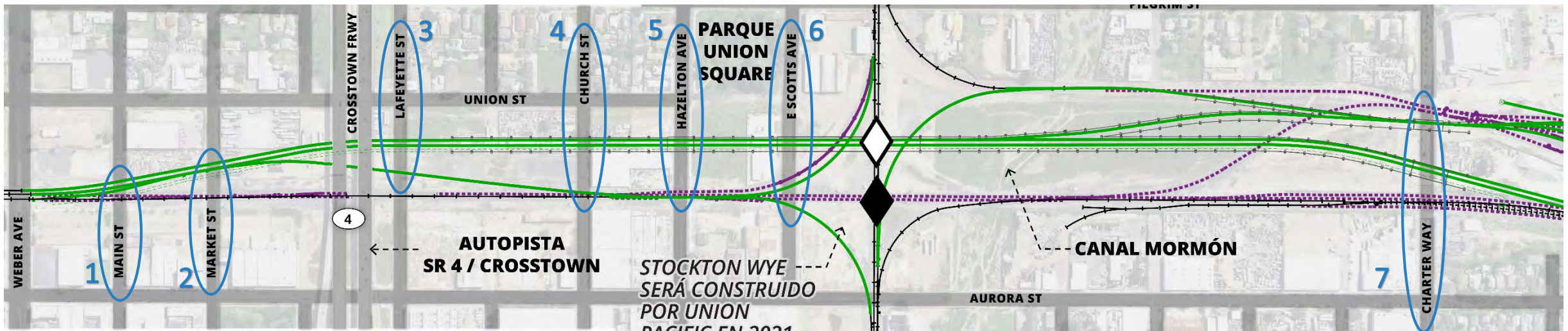
Diseño y materiales a determinar a través del proceso de planificación

Cruces de carreteras locales

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

Posibles modificaciones de la carretera local:

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



¿Por qué estamos aquí hoy?

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

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



◆ REVISIÓN AMBIENTAL



Concepto de proyecto preferido analizado dentro de:



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

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

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



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

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



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

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

Zonas de Recursos Ambientales



Planificación del uso de la tierra



Población
& Vivienda



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



Ruido + Vibración



Recursos visuales



Parques y
Recreación



Biológico
biológicos



Hidrología &
Calidad del agua



Recursos
culturales



Peligros & Peligrosos
Materiales



Transporte &
Circulación



Geología
& Suelos



Energía



Servicios Públicos
& Utilidades



Agricultura y Silvicultura
forestales



Incendios forestales

Atención en la justicia ambiental



Posibles problemas del proyecto



Ruido &
Vibración



Recursos
visuales



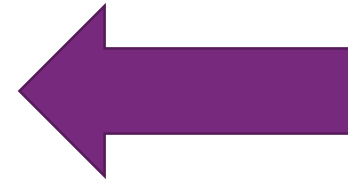
Recursos
Recursos



Suministros y
servicios
públicos



Justicia
ambiental



Posibles beneficios del proyecto



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



Transporte y
circulación



Energía

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

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

Envío de comentarios sobre el alcance

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



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



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

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



◆ HITOS CLAVES DEL PROYECTO

Fases actuales y futuras del proyecto



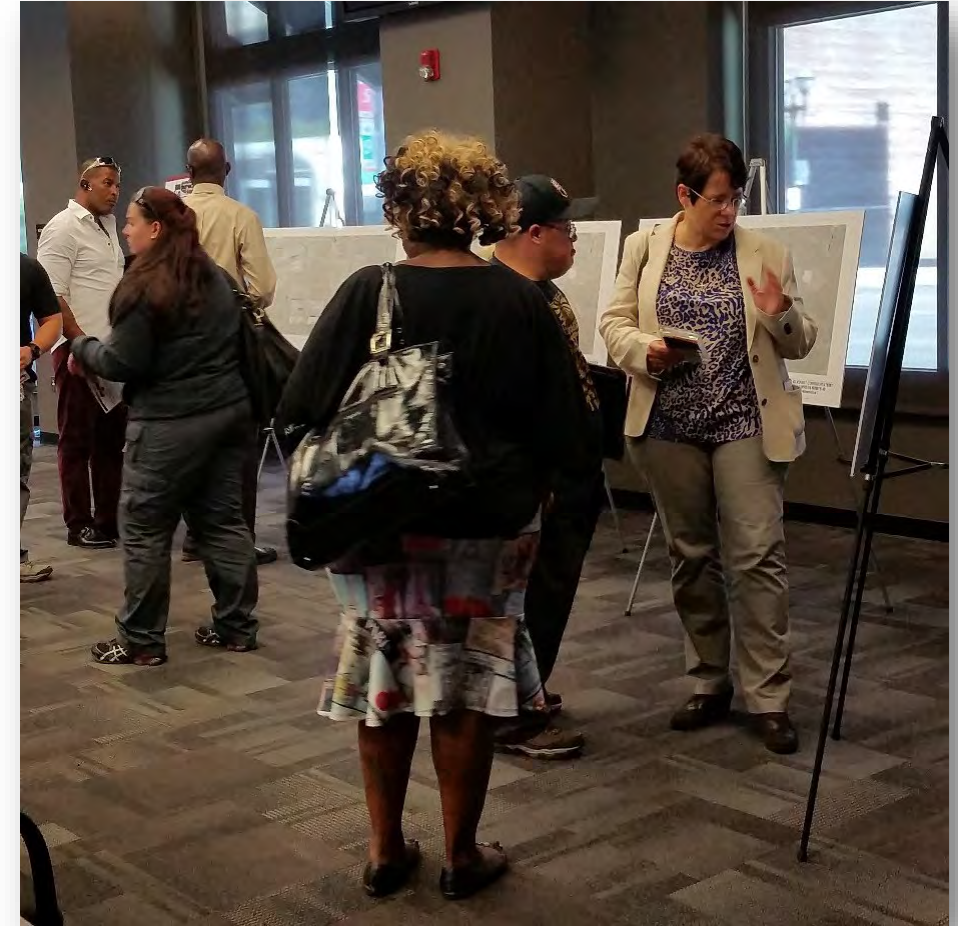
Próximos pasos



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



**Interesado en curso &
Participación pública**





◆ PARTICIPACIÓN Y COMUNICACIONES

Participación Pública Proactiva



Base de datos
de contactos



Oficina de Altavoces &
Partes interesadas
Grupo de trabajo



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



Coordinación de medios
& Redes sociales



Coordinación de las partes interesadas
& Intercambio de información



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








◆ PREGUNTAS Y UNA SESIÓN



ENVIAR PREGUNTAS

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





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Stakeholder Working Group (SWG)



STOCKTON DIAMOND

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

Dear Stakeholder,

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

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

WE NEED YOUR PARTICIPATION!

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

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

PLEASE JOIN US!

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

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

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

Sincerely,

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

Sent on Wednesday, Sept. 16, 2020

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



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

Dear Stakeholder,

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

PLEASE JOIN US FOR OUR FIRST STAKEHOLDER WORKING GROUP MEETING!

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

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


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

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

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 209-235-0133

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

Sent on Thursday, Sept. 24, 2020

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



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

Dear Stakeholder:

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

Help Us Spread the Word!

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

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

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

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

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

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Sent on Friday, Oct. 16, 2020

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



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

Dear Stakeholder:

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

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


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

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

STAY INFORMED

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STOCKTON
DIAMOND

Virtual Stakeholder Working Group Meeting #1

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



San Joaquin
Joint Powers Authority



STOCKTON DIAMOND GRADE SEPARATION PROJECT

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



◆ STAKEHOLDER WORKING GROUP

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

HELP US SPREAD THE WORD!







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

SWG Representatives

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







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- Select “Raise Hand” icon
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 - **WebEx Software:** select , then 
 - **Mobile App:** select , then 
- Wait to be called upon & unmuted by host
- Select “Lower Hand” after speaking

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TO SUBMIT VIA Q&A BOX

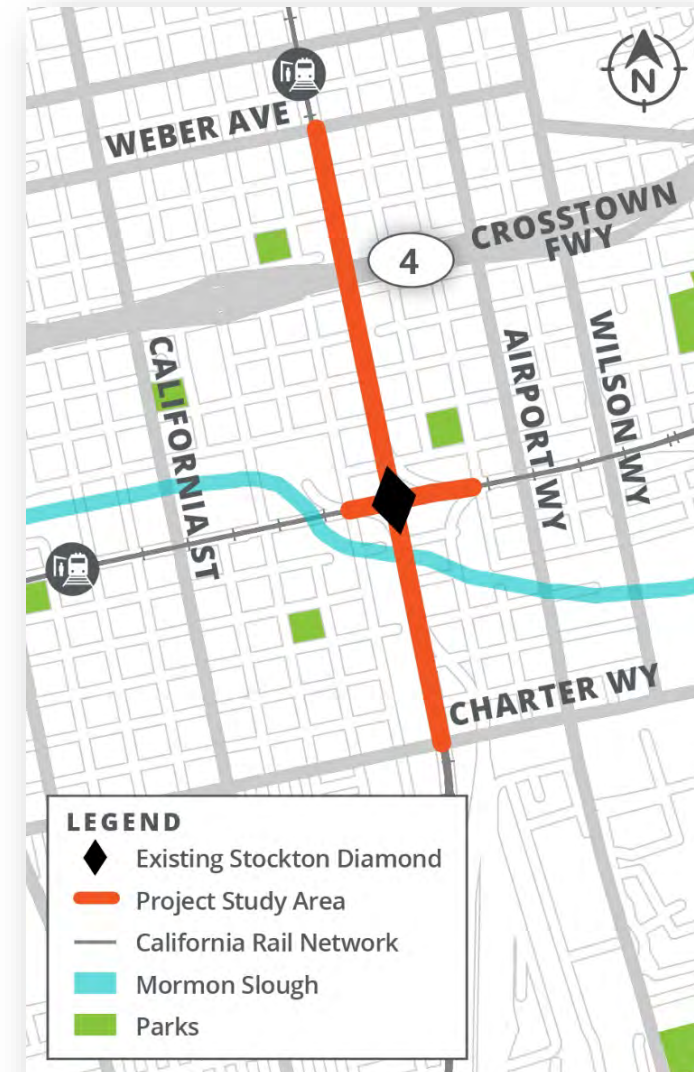
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 - **WebEx Software:** select “ Q&A”
 - **Mobile App:** select , then 
- Type name & organization into Q&A box along with question/comment
- Host will read question/comment aloud



◆ PROJECT OVERVIEW

Existing Rail Crossing

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



Current Challenges

Busiest, most congested rail bottleneck in CA

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





STIMULATE MOBILITY: Improve rail efficiency and reliability



ENHANCE SAFETY: Improve track crossings



ECONOMIC VITALITY: Increased throughput



INSPIRE CONNECTIONS: Support service expansion linking residents to jobs



SUSTAINABILITY: Improve air quality with emission reduction

Project Partners



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

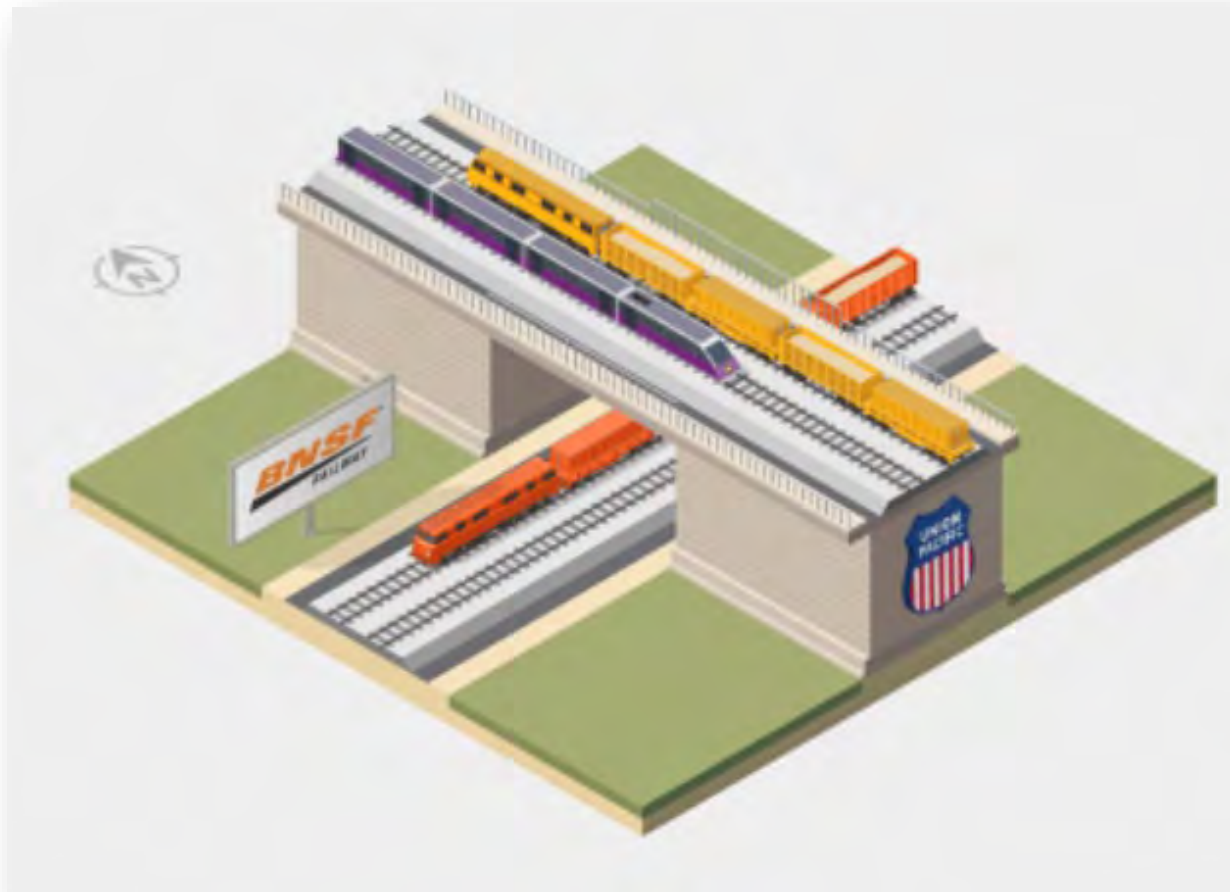


San Joaquin
Joint Powers Authority



CALIFORNIA
High-Speed Rail Authority

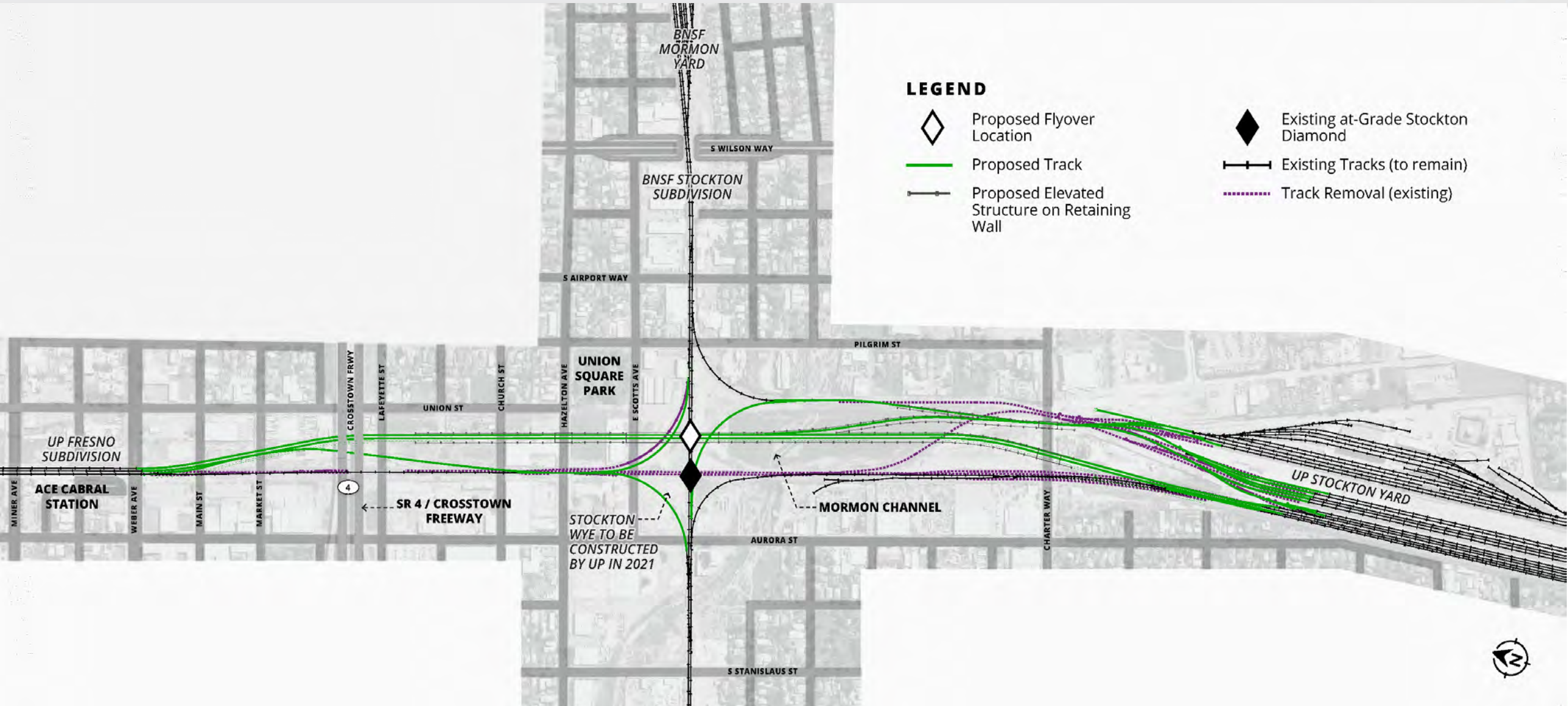




- Grade separation with flyover bridge
 - Uninterrupted rail flow through crossing
- Identification of feasible concepts
 - Partner and stakeholder coordination
- Grade separation concept reviewed for environmental impact
 - Identification of mitigation measures

Unlocking freight & passenger rail mobility in Northern CA

Proposed Flyover Bridge Location



Flyover Concept Examples



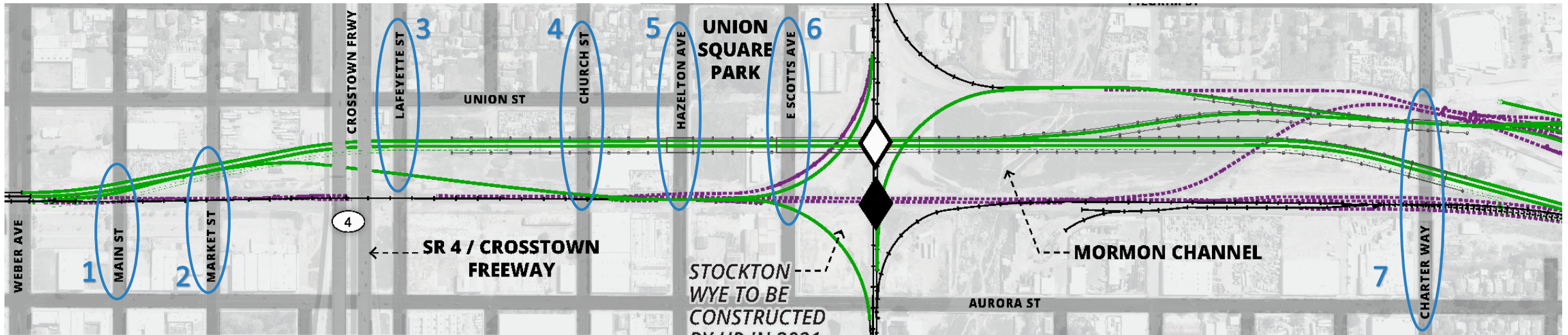
Design & materials to be determined through planning process

Local Road Crossings

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

Potential Local Roadway Modifications:

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





◆ ENVIRONMENTAL REVIEW

Preferred project concept & design variations analyzed within:



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

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

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



Coordination with regulatory agencies including, but not limited to:

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



Ongoing regional community stakeholders and general public

- Engagement and input are critical to planning process

Environmental Resource Areas



Land Use Planning



Population
& Housing



Air Quality & Greenhouse
Gas Emissions



Noise & Vibration



Visual Resources



Parks &
Recreation



Biological
Resources



Hydrology &
Water Quality



Cultural
Resources



Hazards & Hazardous
Materials



Transportation
& Circulation



Geology
& Soils



Energy



Public Services
& Utilities



Agriculture & Forestry
Resources



Wildfire

Focus on Environmental Justice

Potential Project Burdens



Noise &
Vibration



Visual
Resources



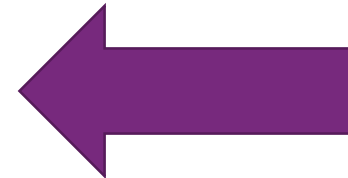
Cultural
Resources



Public Services
& Utilities



Environmental
Justice



Potential Project Benefits



Air Quality &
Greenhouse
Gas Emissions



Transportation
& Circulation



Energy

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

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

Scoping Comments Submittal

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



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



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

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



◆ KEY PROJECT MILESTONES

Current & Future Project Phases



Next Steps



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



Ongoing Stakeholder & Public Engagement





◆ COMMUNICATIONS & ENGAGEMENT

Proactive Public Engagement



Contact Database



Speakers Bureau
& Stakeholder
Working Group



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



Media Coordination
& Social Media



Stakeholder Coordination
& Information Sharing



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









◆ Interactive Discussion







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 - **WebEx Software:** select , then 
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- Wait to be called upon & unmuted by host
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TO SUBMIT VIA Q&A BOX

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Stakeholder Working Group (SWG) Meeting #1



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



Webex Event

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

SWG ATTENDEES

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

PROJECT TEAM

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

SWG MEETING SUMMARY

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

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

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

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

QUESTIONS/COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Will there be any compensation for community groups to assist with the outreach needed outside of our current scopes of work? Will there be any type of stipend or compensation provided to residents who participate in any listening sessions, focus groups or any of the outreach that's being done given their time into this project?**

Unfortunately, because state and federal are nonprofit, there are no reimbursement agreements set up for anything like that at this time. I know when I've worked at other agencies, there is the ability to use sometimes local funds for those type of reimbursement agreements but unfortunately, under these programs there are not.

- **When will this group convene again?**

It will probably be in a couple of months, but we are trying to time the meetings so that we don't fatigue you because we know you are all very busy, have many meetings you attend and places where you spend your time. That said, we want to make sure we are having opportunities to continue engaging you at the right time when we have updated project information. We are thinking every couple of months is probably the right level of communication to bring this group together. We know there are several people that have committed to being in this group that were unable to make it today so we want to make sure we're giving them the information we've provided today as well. Regarding the environmental schedule, we will probably be spending the next several months doing the environmental analysis and not having a lot to share, but I'm going to guess that as we are doing that some of the design will be advancing, some decisions might be made.

- **As the project gets further into the design process, would love to sit in on that and look at what the bike/pedestrian impacts to the local network might be. Happy to be involved or stay out of the way as is useful on that.**
- **I just want to echo Darryl's earlier ask about compensation for public participation for either community groups or nonprofits and raise a slight concern about engagement of residents and community groups/nonprofits during this time with COVID. With everything going on with COVID, everyone is experiencing challenges especially the nonprofit and volunteer organizations. It is extremely difficult to get people to the table so I think it is worth thinking through some other funding sources or strategies for engaging people. Just want to make myself available in another conversation about that because as mentioned, not everyone was able to participate today so I think unless we address it head on, we might not ever get all the people that need to**

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

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

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



Letters & Comments Matrix





NATIVE AMERICAN HERITAGE COMMISSION

10/2/2020
Governor's Office of Planning & Research

August 20, 2020

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NAHC.ca.govKevin Sheridan
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA 95202

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

Dear Mr. Sheridan:

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

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

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

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

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

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a.** A brief description of the project.
 - b.** The lead agency contact information.
 - c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a.** Alternatives to the project.
 - b.** Recommended mitigation measures.
 - c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
 - a.** Type of environmental review necessary.
 - b.** Significance of the tribal cultural resources.
 - c.** Significance of the project's impacts on tribal cultural resources.
 - d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

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

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

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

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

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

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

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

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

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September 29, 2020

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

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

Dear Mr. Sheridan:

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

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

Mr. Sheridan
September 29, 2020
Page 2

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

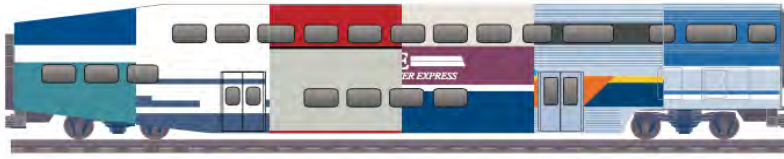
Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Dumas", with a stylized, flowing script.

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

TRAC

Train Riders
Association
of California



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October 3, 2020

Submitted to:
info@stocktondiamond.com

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

Re: Stockton Diamond Grade Separation Project NOP

Dear Ms. Mortensen:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. We offer our comments on the Stockton Diamond Grade Separation Project (the "Project") NOP, both from the perspective of preserving functionality for the two passenger services using the Diamond, but also as active environmentalists. We are interested in seeing a substantial shift from freight trucking to freight rail, and support the Project if it will assist in increasing the market share for freight rail.

The Passenger Rail Context

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

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

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

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

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

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

Project Cost Allocation

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

CEQA Exemption

The Project would appear to qualify for a statutory exemption from CEQA review:

§ 21080.13. Railroad Grade Separation Projects:

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

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President

October 8, 2020

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

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

District CEQA Reference No: 20200736

Dear Mr. Sheridan:

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

Project Description

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

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

Samir Sheikh
Executive Director/Air Pollution Control Officer

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

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

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

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

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

1) Project Related Criteria Pollutant Emissions

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

1a) Project Related Construction Emissions

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

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

1b) Project Related Operational Emissions

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

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

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

1c) Recommended Model

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

2) Voluntary Emission Reduction Agreement

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

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

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

3) Health Risk Screening/Assessment

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

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

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

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

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

For your convenience, the District's prioritization calculator can be found at:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.

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

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

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

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

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

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

4) Ambient Air Quality Analysis

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

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

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

5) Cumulative Air Impacts

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

6) Assembly Bill 617

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

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

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

7) Locomotives, and Railcar Movers/Switchers Sources

The proposed grade separated UP tracks from the BNSF tracks with a flyover structure would enable more freight and passenger trains to pass through the Stockton Diamond. To reduce air quality emission impacts from locomotives consisting of freight and passenger trains passing through the Stockton Diamond, the District recommends that the SJRRC advise freight and passenger train operators to utilize newer, and cleaner technology. Replacing older locomotives is important to reduce the public's exposure to diesel emissions, including PM_{2.5} in the form of diesel particulate and NO_x. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology

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

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

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

8) Vegetative Barriers and Urban Greening

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

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

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

9) **District Rules and Regulations**

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

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

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

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

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

When subject to the rule, an Air Impact Assessment (AIA) application is required. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

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

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

9b) Other District Rules and Regulations

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

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

Sincerely,



¹² Arnaud Marjollet
Director of Permit Services

AM: sy

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

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

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

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

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