

**ADDENDUM NO. 2 TO THE ENVIRONMENTAL IMPACT STATEMENT/
ENVIRONMENTAL IMPACT REPORT ON THE AMERICAN RIVER WATERSHED
COMMON FEATURES PROJECT/GENERAL REEVALUATION REPORT**

I. INTRODUCTION

This Addendum No. 2 to the Final Environmental Impact Statement/Environmental Impact Report for the American River Watershed Common Features Project/General Reevaluation Report ("ARCF-GRR" or "Project") (State Clearinghouse No. 2005072046) (USACE/CVFPB 2016) describes minor modifications and refinements to the Project in order to extend the Sacramento Weir and Bypass, which is part of the approved ARCF-GRR.

II. SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW PROCESS (AMERICAN RIVER WATERSHED COMMON FEATURES PROJECT/GENERAL REEVALUATION REPORT FINAL EIS/EIR)

The U.S. Army Corps of Engineers (USACE), Sacramento District, as lead agency under the National Environmental Policy Act (NEPA),¹ and the Central Valley Flood Protection Board (CVFPB), as lead agency under the California Environmental Quality Act (CEQA),² prepared a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the ARCF-GRR, which was certified by the CVFPB on April 22, 2016. The December 2015 Final EIS/EIR was revised in May 2016 prior to issuance of a Record of Decision by the USACE approving the Project, which was analyzed as Alternative 2 (Improve Levees and Widen the Sacramento Weir and Bypass [Recommended Plan]) in the EIS/EIR. The Sacramento Area Flood Control Agency (SAFCA) was a cooperating agency for the EIS/EIR under NEPA and is a responsible agency under CEQA.

The Final EIS/EIR is available at SAFCA's offices at 1007 7th Street, 7th Floor, Sacramento, CA 95814, and online at SAFCA's Website:

(http://www.safca.org/protection/Environmental_Public_Review.html).

The following is a list of relevant documents, incorporated herein by reference, consisting of previously analyzed and publicly circulated or generally available information:

February 2007. *Final Environmental Impact Report on Local Funding Mechanisms for Comprehensive Flood Control Improvements for the Sacramento Area*. State Clearinghouse No. 2006072098. Prepared by EDAW-AECOM for Sacramento Area Flood Control Agency (Local Funding EIR). (http://www.safca.org/protection/Environmental_Public_Review.html)

December 2015 (revised May 2016). *American River Watershed Common Features General Reevaluation Report, Final Environmental Impact Statement/Environmental Impact Report*. State Clearinghouse No. 2005072046. Prepared by USACE/CVFPB. (ARCF GRR EIS/EIR; ARCF 2016). (http://www.safca.org/protection/Environmental_Public_Review.html)

April 2016. *Final Subsequent Program Environmental Impact Report Updated Local Funding Mechanisms for Sacramento Area Flood Control Improvements*. State Clearinghouse No.

¹ NEPA is found at 42 U.S.C. § 4321 et seq

² CEQA is found at California Public Resources Code, Sections 21000 et seq., and the State CEQA Guidelines are found at California Code of Regulations, Title 14, Section 15000 et seq.

2006072098. Prepared by GEI, Consultants, Inc. (GEI) for Sacramento Area Flood Control Agency. (Updated Local Funding SEIR).
 (http://www.safca.org/protection/Environmental_Public_Review.html)

III. PROPOSED MODIFICATIONS AND REFINEMENTS TO THE PROJECT DESCRIPTION - NO NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL IMPACTS

A. DESCRIPTION OF THE PROJECT IN THE EIS/EIR

As more fully described in the EIS/EIR, the Project involves the construction of fix-in-place levee remediation measures to address seepage, slope stability, erosion, and overtopping concerns identified for the American and Sacramento River, Natomas East Main Drainage Canal, Arcade Creek, Dry/Robla Creek, and Magpie Creek levees. The Project also involves widening the Sacramento Weir and Bypass to divert more flow into the Yolo Bypass (EIS/EIR p. 45). The existing north levee of the Sacramento Bypass would be degraded and a new levee constructed approximately 1,500 feet to the north. A new weir would be constructed north of the existing Sacramento Weir, without impacting the existing structure. The new weir would extend approximately 1,500 feet and include a seepage cutoff wall below (EIS/EIR pp. 47-48).

The overall construction footprint for the Sacramento Weir and Bypass Expansion portions of the Project is approximately 427.7 acres (EIS/EIR p. 78). Of the area that would be impacted by the Sacramento Weir and Bypass Expansion, 5.1 acres of existing land use is identified as "Railroad" (EIS/EIR p. 78, Table 8). As further described in the EIS/EIR, this property consists of "[a] portion of the existing Yolo Shortline Railroad³ and its apparent right-of-way, which in this area includes an elevated dirt platform (berm) for railroad uses" (EIS/EIR p. 79). Construction of the proposed weir extension "...would directly impact a segment of an existing railroad (Yolo Shortline Railroad)," and "[t]he affected portions of the roadways would be relocated and the affected railroad segment would be rebuilt as part of the project" (EIS/EIR p. 80).

This Addendum modifies the description of the Project to abandon and remove an approximately 1-mile-long portion of the Sierra Northern Railway that crosses the project site (described in this Addendum as the Railroad Corridor).

B. PROPOSED MODIFICATIONS AND REFINEMENTS TO THE PROJECT DESCRIPTION

SAFCA would purchase fee title of the Railroad Corridor property from the southerly line of the San Joaquin Drainage District property (Sacramento Bypass) to a point approximately 4,290 feet north, along the centerline of the Railroad Corridor property (see Exhibit B). After purchase of the Railroad Corridor, Sierra Northern Railway will apply to the Federal Surface Transportation Board to abandon the line, and SAFCA will remove the railroad tracks, thereby eliminating the need to construct a railroad bridge and replace the tracks.

³ The EIS/EIR refers to the Sierra Northern Railway throughout by its former name, the "Yolo Shortline Railroad."

C. ANALYSIS OF IMPACTS RESULTING FROM THE PROPOSED MODIFICATIONS AND REFINEMENTS

This section of the Addendum analyzes the potential effects on the physical environment from implementing the proposed minor modifications and refinements to the Project. This analysis has been prepared to determine whether any of the conditions in State CEQA Guidelines Section 15162 would occur as a result of the proposed minor modifications and refinements to the project description.

The minor project description modifications and refinements described in Section III-B, above, would not cause any new significant or potentially significant impacts or a substantial increase in the severity of the impacts analyzed and disclosed in the EIS/EIR for the following topic areas, because the activities associated with the proposed minor modifications and refinements would result in no increase or a negligible increase in the impacts identified in the EIS/EIR:

- Geological Resources
- Land Use
- Hydrology and Hydraulics
- Water Quality and Groundwater Resources
- Vegetation and Wildlife
- Fisheries
- Special Status Species
- Noise
- Visual Resources
- Public Utilities and Service Systems
- Hazardous Wastes and Materials
- Socioeconomic, Population, and Environmental Justice

The following topic areas may be affected by the proposed minor modifications and refinements to the Project and, therefore, are analyzed below:

- Cultural Resources
- Air Quality
- Climate Change
- Recreation
- Transportation and Circulation

i. Cultural Resources

GEI inventoried and evaluated the affected segment of the Sierra Northern Railway for eligibility to be listed on the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR)(see Exhibit C). GEI's inventory and evaluation found that the segment to be abandoned and removed would not be eligible for listing on the NRHP or CRHR due to a lack of integrity. Because this segment does not appear to be a Historic Property for the purposes of Section 106 of the National Historic Preservation Act and is not a historic resource under CEQA, the abandonment and removal of the Railroad Corridor would not result in new or substantially more severe impacts to cultural resources beyond those described and disclosed in the EIS/EIR.

ii. Transportation and Circulation

In 2018, 507 freight cars were transported on the Sierra Northern Railway between Woodland and the Port of Sacramento in West Sacramento, using a 1952 GP-7 Tier 0 locomotive. The proposed minor modifications and refinements would remove a portion of this route, and the freight would need to be transported via a different railway that connects Woodland and West Sacramento via Davis or by on-road trucks. If on-road trucks are used, up to approximately 4-5 trucks could be required to transport the freight carried by each freight car, resulting in up to 2,535 truck trips per year or approximately 7 per day. An additional 7 trucks per day would not significantly affect traffic operations between Woodland and West Sacramento, and would not result in new or substantially more severe impacts to transportation and circulation beyond those described and disclosed in the EIS/EIR.

iii. Air Quality and Climate Change

As described in Section III-C-ii, “Transportation and Circulation,” approximately 507 freight cars were hauled between Woodland and West Sacramento along the Railroad Corridor in 2018, using a 1952 GP-7 Tier 0 locomotive. The proposed minor modifications and refinements would replace these trips with either 7 truck trips per day, or with equivalent trips on a freight train between Woodland and West Sacramento via Davis. The alternative freight alignment would use a Tier 3 Railpower Ultra Low Emission Diesel engine. Tier 3 emissions standards are more than 30 percent lower than Tier 0 standards for NO_x, and 75 percent lower for PM₁₀ (USEPA 2009), so use of the Tier 3 engine would reduce air emissions compared to existing conditions.

Regardless of whether the small amount of freight traffic that currently uses the Railroad Corridor would be replaced with on-road truck trips or with trips on a train with a more efficient freight locomotive, effects on air emissions, including greenhouse gases, would be less than significant, and could be beneficial. Therefore, the proposed minor modifications and refinements would not result in new or substantially more severe impacts to air quality or climate change beyond those described and disclosed in the EIS/EIR.

iv. Recreation

The proposed minor modifications and refinements would close the Railroad Corridor. Excursion trains currently operate on the Railroad Corridor approximately three days per week, traveling between the Bryte area of West Sacramento and Woodland. Implementing the proposed minor modifications and refinements would shorten the distance traveled by these excursion trains by approximately 1.5 miles and change the location where excursion tours would begin, but it would not otherwise affect the excursion train operations. Therefore, the proposed minor modifications and refinements would not result in new or substantially more severe impacts to recreation beyond those described and disclosed in the EIS/EIR.

D. CONCLUSION REGARDING PREPARATION OF AN ADDENDUM TO THE EIS/EIR

State CEQA Guidelines Section 15164 states that a lead agency may prepare an Addendum to a certified EIR if some changes or additions are necessary, but none of the conditions described in Sections 15162 or 15163 calling for the preparation of a subsequent or supplemental EIR have occurred.

As described in the preceding sections, the minor modifications and refinements described in this Addendum would not result in any of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a Subsequent EIR or Supplemental EIR. In summary, the proposed minor modifications and refinements to the project description would not:

- result in any new significant or potentially significant environmental effects,
- substantially increase the severity of previously identified effects,
- result in mitigation measures or alternatives previously found to be infeasible becoming feasible, or
- result in availability/implementation of mitigation measures or alternatives that are considerably different from those analyzed in the EIS/EIR that would substantially reduce one or more significant or potentially significant effects on the physical environment.

These conclusions confirm that a subsequent or supplemental EIR is not required, and this Addendum to the EIS/EIR pursuant to State CEQA Guidelines Section 15164 is appropriate to evaluate and document the proposed minor modifications and refinements to the Project. No changes are needed to the certified EIR or the adopted Mitigation Monitoring and Reporting Plan for the Project.

IV. REFERENCES

December 2015 (revised May 2016). *American River Watershed Common Features General Reevaluation Report, Final Environmental Impact Statement/Environmental Impact Report*. State Clearinghouse No. 2005072046. Prepared by USACE/CVFPB. (ARCF GRR EIS/EIR; ARCF 2016).

December 2015. *American River Watershed Common Features General Reevaluation Report*. Prepared by USACE.

April 2009. *Emission Factors for Locomotives*. United States Environmental Protection Agency Office of Transportation and Air Quality, EPA-420-F-09-025.

1159277.2