NOTICE OF INTENT TO ADOPT
MITIGATED NEGATIVE DECLARATION for
SACRAMENTO REGIONAL TRANSIT DISTRICT
DOWNTOWN RIVERFRONT STREETCAR PROJECT

Date of Publication of Subsequent Initial Study/Proposed Mitigated Negative Declaration: December 15, 2025

Project Title: Downtown Riverfront Streetcar

Sponsor and Lead Agency: Sacramento Regional Transit District (SacRT)

Contact Person and Phone Number: Anthony Adams, Planning Director, 916.708.4294

Project Locations:

- West Sacramento, Yolo County
- Sacramento, Sacramento County

Project Description:

The Sacramento Downtown Riverfront Streetcar Project ('DRSP' or the 'Project') is a visionary initiative for a new 1.8-mile streetcar service between West Sacramento and downtown Sacramento that will enhance connectivity between activity centers in each city and provide transit accessibility for residential areas, employment centers, and cultural and recreational venues. The Project was originally approved in 2015 by the Sacramento Area Council of Governments (SACOG). However, because of high construction bids, SacRT and its partners (SACOG, the cities of West Sacramento and Sacramento, and the Yolo County Transportation District) revised the plans and designed a new, shorter system with three new stations and six existing SacRT light rail stations that would serve light rail and the new streetcar passengers.

The objectives of the Project remain the same as those identified for the previously approved project:

- Significant levels of growth are projected to occur in downtown Sacramento, downtown West Sacramento, and the shared waterfront over the next 20 years. Transit circulation in the urban core is conducive to fulfilling land development policies related to infill, environmental protection, and economic growth.
- DRSP will improve local transit capacity and intercity connections with a reliable and frequent streetcar service enhanced through advancements in signal technology. The Project will provide transit opportunities for trips in downtown Sacramento, and other shorter, local trips that connect residential areas, employment centers, and retail services. In addition, DRSP will supplement and improve the efficiency of the existing light rail and bus services by providing transit connections in downtown Sacramento once passengers disembark from regional services and by locating stops at shorter intervals and at strategic locations near activity and transit nodes.
- More convenient and accessible transit will encourage use of alternative modes of transportation and alleviate roadway congestion and air quality challenges. DRSP will holistically improve multimodal transportation in the region by including pedestrian safety upgrades at each intersection and other enhancements.

The Project route would travel within public roadways from its western terminus at Sutter Health Park, cross the Tower Bridge that spans the Sacramento River, turn south at 3rd Street and Capitol Mall to N Street, where the alignment would turn east to 7th and 8th Streets and connect to SacRT's existing light rail tracks on these streets. The streetcars would use the light rail tracks on 7th Street to travel south from the eastern terminus, across the street from the historical Southern Pacific Railroad Depot) to head toward Sutter Health Park; the streetcars would use the light rail tracks on 8th Street to travel north from Sutter Health Park toward the eastern terminus. At 7th and 8th Streets, the Project would continue along SacRT's existing light rail tracks on H Street to the route's eastern terminus near the historical Southern Pacific

Railroad Depot where passengers could connect to Amtrak passenger trains and short- and long-haul bus routes. Three new stations would be constructed: West Sacramento/Bridge District Station at Sutter Health Park; 2nd & Capitol Station serving Old Sacramento; and N Street Station, serving high-intensity office and residential uses in Downtown Sacramento.

Streetcar service would run every 15 minutes from 6 a.m. to 9 p.m. weekdays. On weekends, streetcars would operate every 15 minutes from 6 a.m. to 6 p.m. and every 30 minutes from 6 p.m. to 9:00 p.m. Maintenance and storage would take place at SacRT's existing light rail maintenance and storage facility on Academy Way. Construction is anticipated to take approximately 2-1/2 years.

This Project Would Not Have A Significant Effect on the Environment: This finding is based on the criteria of the Guidelines of the State Secretary for Natural Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the reasons documented in the Environmental Evaluation (Subsequent Initial Study) for the Project. Mitigation measures would be implemented by the Project to reduce potentially significant effects to a less-than-significant level. These mitigation measures are identified in the Subsequent Initial Study/Proposed Mitigated Negative Declaration (SIS/PMND) and are summarized later in this notice.

Copies of the Initial Study/Proposed Mitigated Negative Declaration: Copies of the SIS/PMND can be reviewed and downloaded from the SacRT website at https://www.sacrt.com/wp-content/uploads/DRSP-CEQA-SIS-MND-w-Appendices-121225.pdf

In addition, copies of the SIS/MND are available at the following libraries:

- Arthur F. Turner Community Library, 1212 Merkley Avenue, West Sacramento, CA 95691
- Sacramento Central Public Library, 828 I Street, Sacramento, CA 95814
- SacRT Sales Center, 1225 R Street, Sacramento, CA 95811

Comments can be made:

- emailed to the following email address:
  - streetcar@sacrt.com

  OR
- sent to the following address: Attn: Anthony Adams, Sacramento Regional Transit District, 1102 Q Street, Suite 4100, Sacramento, CA 95811

Mitigation Measures Incorporated into the Project: The following mitigation measures would be implemented by the Project to reduce the potentially significant impacts identified in the Initial Study, as modified by the Subsequent Initial Study to a less-than-significant level. Revisions to the originally adopted mitigation measures are indicated with underlining for new text and ~~strikethroughs~~ for deleted text.

Biological Resources

Mitigation Measure BIO-1: Nesting Birds

To avoid direct impacts to nesting birds during construction, including raptors such as Swainson's hawk and migratory birds, the following impact avoidance and minimization measures shall be implemented.

Conduct site preparation, such as vegetation removal, and initiate construction, during the non-nesting season (generally September 1 through February 15). If work is initiated during the nesting season (generally February 15 through August 31), then a qualified biologist shall conduct a pre-construction survey within 2 weeks prior to construction to determine if active nests occur in the project area or could be affected in the vicinity. If at any time during construction there is a delay of activities of at least 2 weeks during nesting season, then surveys shall be conducted again. The surveys must cover the construction area footprint, and out a distance of at least 250 feet for passerines and 500 feet for raptors. Surveys for Swainson's hawk shall follow the methods described in the Swainson's hawk Technical Advisory Committee Guidelines. If no active nests are identified, then no impacts would be expected, and no further measures are required.

If active bird nests are identified, one or more of the following additional measures are required:

- Construction in the vicinity of the nest must be delayed until a qualified biologist has determined that the nest is no longer active, or has been abandoned, or young have fledged.
- If construction cannot be delayed, then a qualified biologist with stop work authority shall establish a non-disturbance buffer with either modified or no ground-disturbing work, and monitor the nest site to determine if nesting behavior is being disrupted. CDFW and USFWS shall be consulted to reach concurrence on the suitability of the non-disturbance buffer, considering line of site, distance, species, and type of activities proposed near the nest. If nesting behavior is disrupted, then work activities shall be redirected to other areas and/or modified in such a way that no further disruption is observed. Monitoring, if needed, shall occur at least twice per week during construction until the nest is no longer active.

Mitigation Measure BIO-2: Bird nests on structures

Swallow nests and nests of other species, such as martins, that could be affected by construction shall be removed prior to new ground disturbance during the non-nesting season. Swallows are persistent, and continued monitoring and maintenance is required to ensure that nests that are initiated are removed. Nest removal is commonly accomplished mechanically with a jet of high pressure water, such as with a fire hose. As the birds attempt to build new nests, they shall be removed as needed, typically weekly or even daily, before they are completed. Alternatively, exclusion devices could be installed on structures to prevent new nests from being established during construction. Pre-emptive nest removal, prevention of new nesting, and ongoing monitoring and maintenance during nesting season, would avoid disruption of active nests on structures during construction.

Mitigation Measure BIO 3: Roosting Bats

The most suitable habitat for pallid bat in the study area is around and inside man-made structures. Preconstruction bat surveys would be conducted to inspect the undersides of the Tower Bridge and the Business Interstate 80 (I 80) overpass for roosting bats. A qualified biologist shall inspect structures and trees prior to removal or construction to determine if bats are roosting. If no roosting bats are found, no further mitigation would be necessary. If bats are present, the biologist shall direct the installation of one-way exclusion devices to allow bats to vacate the structure or tree prior to construction. Exclusionary devices, such as plastic sheeting, or plastic or wire mesh, can be used to allow bats to exit but not reenter

any occupied roosts. Expanding foam and plywood sheets can be used to prevent bats from re-entering unoccupied roosts during construction. Exclusion devices shall be inspected, monitored, and maintained on structures during construction. Excluding bats from project trees and structures would avoid construction related impacts to this species.

Mitigation Measure BIO 4: Replace any removed tree per City of Sacramento and City of West Sacramento requirements

~~At this time, there are no tree removals anticipated within the City of Sacramento. In West Sacramento, 15 recently planted London plane trees in the median of West Capitol Ave in front of West Sacramento City Hall will likely be removed. There is also one landmark-sized liquid amber tree in front of City Hall that also may be affected. Should trees need to be removed for construction, t~~The SacRT will follow the applicable conditions of the City of Sacramento or City of West Sacramento requirements for replacing removed trees. The ordinances require a permit for tree removal or impacts to street trees, and, either replanting and maintaining replacement trees at an appropriate ratio specified by the cities under the ordinance, or, the payment of an in-lieu fee to the cities. The in-lieu fees fund the planting and maintaining of street trees in the cities, and therefore compensate each jurisdiction for in-kind replacement.

Historic Architectural~~, and~~ Archaeological~~, And Paleontological~~ Resources

Previously adopted Mitigation Measure CR-1 (Pre-construction resource identification) and Mitigation Measure CR-5 (Train construction personnel on paleontological resources, and cease work in event of paleontological discovery) were removed because they are no longer applicable for the Project. The remaining mitigation measures have been updated and renumbered.

Mitigation Measure CUL-1~~CR-2~~: Cultural Sensitivity Training and Monitoring

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

All ground-disturbing activities will be monitored by compensated representatives of the Shingle Springs Band of Miwok Indian (SSBMI) or Yocha Dehe,[1] or their designees, and qualified archaeologists. If any ~~prehistoric~~ Native American or historic-era archaeological resources or tribal cultural resources are exposed during construction, work will stop in the immediate vicinity and be redirected to allow for recordation, including of measurements, and GIS data. SSBMI and Yocha Dehe monitors shall determine whether photography of Native American archaeological and tribal cultural resources is appropriate. Historic-era resources will be photographed by the archaeologist monitor.

Monitors (both archaeological and Tribal) will be responsible for working with construction personnel and identifying cultural resources, including tribal cultural resources, that may be uncovered during ground

[1] By mutual agreement the other two consulting Native American tribes for the project, the United Auburn Indian Community and the Wilton Rancheria, have agreed to the SSBMI for consultations and collaborations with SacRT on the Revised Project in Sacramento, and for Yocha Dehe to take a similar lead in West Sacramento (refer to the Tribal Cultural Resources section of this Subsequent Initial Study for a full discussion on the communications and consultations between the tribes and SacRT). These two tribes may appoint members of other consulting tribes to assist with monitoring duties, if they do not have the availability to participate.

disturbance. If ~~unanticipated~~ cultural materials are unearthed, the monitors will have the authority to immediately halt work to allow the on-site archaeological monitors and Tribal monitors to inspect and assess the materials, determine whether additional analysis of the find is warranted, and ~~whether~~ if construction can proceed without further analysis.

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

Mitigation Measure CUL-2~~CR-3~~: Discovery of Resources

~~Inadvertent discovery of cultural resources.~~ If cultural or tribal cultural resources are encountered~~at a location beyond the Downtown Sacramento area, or in locations not identified by research or other investigations during the pre-construction period~~, work shall~~will~~ stop or be redirected within 50 feet of the finds to allow for recordation~~, including photography~~, measurements, and ~~Geographic Information System (~~GIS~~)~~ data, in accordance with the ~~UDP~~Archaeological Treatment Plan (ATP) (see Mitigation Measure CUL-3). If human remains or spiritually significant items are encountered, the work buffer will be expanded to 100 feet and the protocols of Mitigation Measure CUL-4 shall be followed. All Native American resources will be photographed only with the permission of the Tribal monitors. All historic-era resources will be photographed.

Newly identified cultural sites or features will be recorded on new Department of Parks and Recreation (DPR) forms. The ATP will describe treatment for both Native American and Post-Contact archaeological resources. Treatment of tribal cultural resources will be developed in collaboration with the SSBMI and Yocha Dehe on their respective sides of the Sacramento River.

~~Inadvertent discovery of hollow sidewalk.~~ ~~If hollow sidewalk features or raised street structures are encountered in locations not identified by research or other investigations during the pre-construction period, work will stop in order to allow recordation. The field recordation data collected (e.g., photography, field measurements, and GPS/GIS data) will be added to the existing RSHS District DPR 523 (Downey, 2010) recordation form. This recordation will follow the protocol for treating cultural resources identified as inadvertent discoveries described in the UDP for the Project. The UDP will describe treatment for both prehistoric and below-grade historic-era resources, including all elements that contribute to the RSHS District.~~

~~Inadvertent discovery of human remains.~~ ~~Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human burial. If human remains are encountered, work should halt within 100 feet of the remains and, as required by law, the Sacramento or Yolo County Coroner should be notified immediately. If human remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of that determination. Pursuant to California Public Resources Code 5097.98, the NAHC, in turn, will immediately contact an individual who is most likely descended from the remains (aka: a Most Likely Descendent [MLD]). The MLD has 48 hours to inspect the site and recommend treatment of the remains. The landowner is obligated to work with the MLD in good faith to find a respectful resolution to the situation and entertain all reasonable options regarding the descendants' preferences for treatment.~~

Mitigation Measure CUL-3~~CR-4. Prepare an Unanticipated Discovery Plan~~ Post Review Discovery Plan (PRDP)

The PRDP~~An UDP~~ will be ~~developed~~ prepared in collaboration with the SSBMI and Yocha Dehe, with input from other consulting Tribes, ~~prior to the initiation of~~ before the start of construction. SacRT shall continue coordination with all consulting Tribes throughout the duration of the project. The PRDP~~UDP~~ will provide ~~detailed descriptions of protection and mitigation measures~~ protocols for treating archaeological

and tribal cultural resources in the disturbance area during project construction~~APE~~. The PRDP~~UDP~~ will include guidelines for the following:

- Preconstruction exploratory excavation in sensitive areas to identify presence/absence of resources
- A~~a~~voidance of NRHP/CRHR-eligible resources~~historical properties~~, including tribal cultural resources, and establishment of environmentally sensitive areas
- ~~data recovery guidelines for known historical properties and resources that cannot be avoided by project design~~
- P~~p~~rotocols for treating cultural resources identified during~~preconstruction subsurface explorations,~~ monitoring activities, ~~and as unanticipated discoveries,~~ including human remains
- M~~m~~onitoring during construction by archaeologists and Tribal monitors
- R~~r~~esponsibilities and coordination with the SSBMI and Yocha Dehe ~~Native American tribes and individuals~~
- C~~e~~uration of recovered historic-era materials that are not associated with Native American tribes, and the appropriate storage of Native American resources.

The PRDP~~UDP~~ will address treatment for both Native American archaeological ~~prehistoric~~ resources and tribal cultural resources, including human remains, and Post-Contact ~~historic-era~~resources, including all elements that contribute to P-34-2358/RSHS District. In collaboration with the SSBMI and Yocha Dehe, and other consulting Tribes, a~~A~~ll activities outlined in the PRDP will be conducted under the direction of individuals who meet the professional qualification standards in Archaeology and Historic Preservation, Secretary of Interior's Standards and Guideline (Federal Register, Volume 48, No. 190, September 29, 1983).

~~As Project design progresses, the design team will work in collaboration with the SSBMI to ensure all efforts will be made to avoid known Native American historical resources/tribal cultural resources in the disturbance area. Resources avoided by project design will be identified as environmentally sensitive areas so that these locations are not inadvertently encroached upon during construction.~~Newly identified cultural resources (i.e., those that have not been identified or recorded previously), including tribal cultural resources, identified during ~~preconstruction subsurface explorations, monitoring activities, and as inadvertent discoveries during~~ construction will ~~require testing to assess their research potential and~~ be assessed for eligibility for ~~the~~ listing in the NRHP and the CRHR. ~~Archaeological testing will proceed with guidance from the National Park Service Guidelines for Evaluating and Registering Archeological Properties (National Park Service, 2000).~~ Evaluation efforts will involve archival research, ~~and~~ archaeological fieldwork, and Tribal consultation and coordination. Fieldwork methodologies will be tailored to the location, circumstance, and nature of the find. ~~It t~~Therefore, it may be appropriate to use mechanical trenching techniques, controlled excavation units, or block exposures, shovel sampling explorations, or any combination of these ~~above~~. All newly identified historic-era resources will be thoroughly mapped, photographed, located through GIS~~Global Positioning System (GPS)~~, and recorded on DPR 523 forms. Native American resources will be recorded at the direction of the SSBMI and Yocha Dehe, and will be photographed only with their permission. Native American human remains will never be photographed.

If resources are determined~~found~~ to be eligible to the NRHP or the CRHR~~,~~ and ~~they~~ cannot be avoided by construction, data recovery will be required. ~~Data recovery will conform to the principles in Parts I and II of Treatment of Archaeological Properties: A Handbook (Advisory Council on Historic Preservation, 1980), the "Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation" (Federal Register, Vol. 48, September 29, 1983, pp. 44716–44742), and appropriate SHPO guidelines.~~ Data recovery may involve archaeological excavation~~,~~ or ~~for resources such as hollow sidewalks,~~ detailed recordation on DPR 523 forms. Any Native American belongings or human remains that are collected and

are subject to California Native American Graves Protection and Repatriation Act will be returned to the SSBMI or Yocha Dehe, who will be compensated for any costs to repatriate the items, if appropriate. Alternately, SacRT will provide an appropriate and secure location to repatriate recovered items. No laboratory analysis of Native American belongings will be permitted without the express permission of the consulting Tribes.

~~All construction will immediately cease within 100 feet in all directions of the discovery of human remains, which will then be treated in accordance with the requirements of Section 7050.5 of the California State Health and Human Safety Code. If the County Coroner determines that the remains are of Native American origin, the coroner will notify the California NAHC, and the provisions of Section 5097.98 of the California Public Resources Code will be followed.~~

~~All subsurface construction related to the Project will be monitored by a professional archaeologist, and as appropriate, by a Native American representative. Monitors will be responsible for working with construction personnel and identifying cultural resources that may be uncovered during ground disturbance. If cultural materials are unearthed, the monitor will have the authority to immediately halt work to allow the onsite archaeological monitor to inspect and assess the materials, determine whether additional analysis of the find is warranted, or whether construction can proceed without further analysis. Should additional analysis be required, testing protocols will be developed.~~

~~FTA and the Project proponent will continually consult with Native American tribes about the treatment of resources of ancestral significance throughout Project development and construction. The UDP will define the responsibilities of the Native American tribes or individuals who are consulting parties to the Project. Native American monitors will have the opportunity to be present during testing and data recovery excavations on prehistoric and multicomponent sites, and during all construction activities in areas determined sensitive for the presence of subsurface prehistoric or ethnographic resources. It is recommended that Native American monitors meet the minimum qualifications in the guidelines provided by the NAHC (2012). Participating tribes will ultimately be responsible for identifying the individuals who will represent their tribe as monitors. The Native American monitors are expected to report to their tribal government or designee to keep them informed of Project activities. The Native American monitors and archaeological monitors will work together as a team to observe ground-disturbing activities.~~

~~All cultural materials and associated records resulting from identification, evaluation, and treatment of historic properties conducted under the UDP shall be properly maintained in accordance with 36 CFR Part 79, and the provisions under 43 CFR Part 10 if the archaeological materials are determined to be of Native American origin, and the State of California's Guidelines for the Curation of Archeological Collections (State Historical Resources Commission, Department of Parks and Recreation, 1993). The Project proponent will consult with Native American tribes and individuals affiliated with the cultural materials on repatriation, as appropriate. If the Project proponent and consulting tribes cannot agree, the FTA will ensure that all cultural materials discovered on State lands are curated.~~

Mitigation Measure CUL-4. Discovery of Human Remains and Associated Cultural Materials

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

- Immediate notification of the coroner of the county in which the project is located.

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

Energy And Public Utilities

Mitigation Measure EPU-1: Utility Disruption

Design, construction, and inspection of required utility work would be completed in accordance with applicable statutes. Where feasible, utility relocations would be undertaken in advance of Project construction. Sa~~ACOG and/or~~ RT would coordinate with affected service providers to ensure that all utility work is performed in accordance with appropriate requirements and criteria. Coordination with the utility providers would be initiated during the preliminary engineering phase of the Project and would continue through final design and construction.

Coordination efforts would include planning for utility re-routes, identification of any other potential conflicts, and formulation of strategies for overcoming problems that may arise to ensure minimum disruption of utility service or operation during the utility work and Project construction.

If unexpected underground utilities are encountered, the construction contractor would coordinate with the utility provider to develop plans to address the utility conflict, protect the utility if needed, and limit service interruptions. Any short-term, limited service interruptions of known utilities would be scheduled well in advance, and appropriate notification would be provided to users.

Sa~~ACOG and/or~~ RT would coordinate with all utility providers during the design phase of the Project to incorporate effective design treatments and construction procedures to avoid adverse impacts to existing utilities and traffic during construction. Nonetheless, the potential exists for construction activities to encounter unexpected utilities. In addition, utility relocations may require short-term, limited interruptions of service. No interference to existing utility services is anticipated during the realignment of the overhead power transmission lines, because PG&E and SMUD would put customer loads on alternate lines until the connections are re-established.

Hazards And Hazardous Materials

Previously adopted Mitigation Measure HZ-1 (Site Investigation) was removed because it is no longer applicable for the Project. A new mitigation measure has replaced the prior mitigation measure and reflects new information about the exposure to hazardous materials and established protocols to minimize risk to humans and the environment.

Mitigation Measure HZ-1: Consult with DTSC

To reduce the potential for human and environmental exposure to contaminated groundwater within the former Sacramento Railyards South Groundwater Plume, and to avoid the potential for accidental damage to or destruction of groundwater monitoring and/or extraction wells, SacRT shall consult with DTSC (as the lead agency for remedial oversight of the Railyards) before the start of construction activities. Consultation will include consideration of the potential need for construction dewatering of contaminated groundwater and appropriate methods for handling and treating the groundwater. SacRT shall obtain all necessary construction dewatering permits from the Central Valley Regional Water Quality Control Board before the start of excavation work. Consultation with DTSC also will include confirmation of the locations of groundwater monitoring and extraction wells, and demarcation in the field and identification on the construction plans of the well locations. Construction contractors shall be instructed to avoid all marked wells, which also will be noted on the construction plans. If wells are accidentally damaged despite the above restrictions, SacRT and/or its construction contractor shall be responsible for payment of any necessary repairs.

Noise and Vibration

Previously adopted Mitigation Measure NV-2 (Substation Design), Mitigation Measure NV-3 (MSF Facilities), Mitigation Measure NV-4 (Vibration Control), and Mitigation Measure NV-5 (Noise-Limiting Construction Practices), and Mitigation Measure NV-6 (Vibration Monitoring) were removed because they are no longer applicable for the Project. A new mitigation measure has replaced Mitigation Measure NV-2, and Mitigation Measure NV-5 and Mitigation Measure NV-6 have been combined. The remaining mitigation measures previously adopted have been modified and renumbered.

Mitigation Measure NV-1: Implement Wheel Noise Control Measures

Resilient wheels or suitable equivalent noise control measures shall be implemented that achieves a reduction of wheel squeal to Moderate or No Impact level, as defined by the FTA noise criteria.

Mitigation Measure NV-2: Coordination with Residents where Operations Exceed FTA and City Noise Thresholds

SacRT will pursue the following strategies to demonstrate its commitment to minimizing operational noise impacts and to assist noise-impacted residents along the south side of N Street between 5th and 7th Streets (i.e., the 2nd- through 4th-floor residential units at the high-rise complex at 500 N Street and at both floors of the two story villa apartments at Capitol Towers – Towers and Villas):

- Conduct up to three workshop with residents that have patios or balconies facing N Street at the Capitol Towers – Towers and Villas and at the 500 N Street residential high-rise to provide informational materials, explaining the necessity for the noise levels from the streetcar audible warning devices and engage directly with them about the existing noise environment, determination of significant noise impacts, and opportunities to lessen the noise levels at their units, prior to the start of revenue service. Such notifications and outreach efforts can help noise receivers anticipate and understand the need for the increased noise levels, fostering greater awareness and acceptance of the measures required to ensure public safety and compliance with regulatory standards.
- Conduct noise measurements within a year after the streetcar is operational at the 500 N Street high-rise building, and if the exterior noise levels at areas with frequent human use exceed the FTA impact thresholds, SacRT will contact the property owners about evaluating interior noise levels and, as necessary, potentially installing acoustical elements (such as acoustical doors, windows, and/or balcony railings), where interior noise reductions are required to attain the federal and state requirements of no more than 45 dB CNEL or Ldn to permit normal residential activity. Similarly, if noise measurements show that noise levels at the two-story villa apartments at the Capitol Towers – Towers and Villas facing N Street continue to be severe, as defined by FTA guidance, SacRT will coordinate with the occupants/owners of these units to install replacement ground-floor patio

fences and see-through barriers along the balcony railings to lessen the exterior noise from the streetcar operations, as well as potentially installing sound insulation for the units facing N Street, where interior noise reductions are required. For residences where the indoor noise levels exceed the interior noise standard of 45 dBA, SacRT will discuss feasible noise insulation measures with the property owners and, upon their agreement, install measures that will improve the sound insulation of the unit to no more than the state standard of 45 dBA. Feasible means to improve sound insulation include upgrading weather stripping of doors and windows, replacing existing windows with sound-rated windows, and installing air conditioning so that windows do not need to be opened for ventilation. SacRT will pay for the initial installation, based on specifications it determines would attain the necessary noise reduction. Additional work to repair, replace, or upgrade the initial installation would be the responsibility of the owners and/or the occupants of the residential units.

Mitigation Measure NV-3: Noise-Limiting Construction Practices.

To control ~~the~~ potential impacts to the nearby community during project construction ~~of the Project~~, the following array of noise mitigation strategies ~~would~~ will be ~~employed~~ included in the plans and specifications to be prepared and implemented by SacRT's construction contractor(s):

- Locate noisy equipment as far as possible from noise-sensitive receptors. In addition, employ temporary barriers ~~should be employed~~ around the equipment.
- Use temporary noise barriers along ~~the Project~~ rights-of-way. Barriers/curtains must achieve a Sound Transmission Class of 30 or greater, in accordance with American Society for Testing and Materials International (ASTM) Test Method E90, and be constructed from material having a surface density of at least 2 pounds per square foot, to ensure adequate transmission loss.
- Use sound absorption for temporary barriers in ~~the area of~~ Downtown Sacramento. In this area, a reverberant environment is produced due to the narrow distance between buildings and hard pavement surfaces. Line the inner face of the temporary barrier or use a curtain with an absorptive face. The absorptive liner or absorptive face should have a Noise Reduction Coefficient rating of 0.70 or greater, in accordance ~~to~~ with ASTM Test Method C423.
- Require ambient-sensitive ("smart") backup alarms, SAE Class D, or limit to SAE Class C (97 dB).
- Fit silencers to combustion engines. Ensure that equipment has quality mufflers installed and in good working condition.
- Switch off engines or reduce to idle when not in use.
- Lubricate and maintain equipment regularly. Equipment is normally quieter when well maintained.
- Re-route c~~C~~onstruction-related truck traffic ~~should be re-routed~~ along roadways that ~~would~~ will produce the least disturbance to sensitive receptors.
- Avoid the use of pavement breakers. Instead, use a hoe ram with hydraulic chisel.
- Avoid the use of dynamic compaction at a distance closer than 25 feet from any sensitive receptors, or use alternative methods of compaction in areas of construction that would be closer than 25 feet from sensitive receptors.
- Plan routes for hauling material out of the project site that will cause the least impact (annoyance). Propose truck routes along roads where the sensitive receptors are at least 75 feet from the street centerline, where feasible.

Transportation

Mitigation Measure TRA-1: Implement temporary bicycle detours during construction

Bicycle detours will be devised and publicized in advance of streetcar construction. Alternatively, it may be possible to route bicycles along short sidewalk segments, depending on the pedestrian volumes along the sidewalk. The identification and implementation of these temporary bicycle detours will be performed by SacRT's construction contractor and can be documented in the Traffic and Parking Management Plan, described in Mitigation Measure TRA-2.

Mitigation Measure TRA-2: Develop Construction Traffic and Parking Management Plan

SacRT and its contractor(s)~~The Project sponsor~~ will develop a Construction Traffic and Parking Management Plan that will be subject to review and approval by the City of West Sacramento Traffic Engineer, the City of Sacramento Department of Transportation, Caltrans, and local emergency service providers, including the fire and police departments. The plan will be included as part of the construction contract plans and specifications to ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. At a minimum, the plan will include:

- The number of truck trips, time, and day of street closures;
- Time of day of arrival and departure of trucks;
- Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;
- Provision of a truck circulation pattern;
- Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas);
- Maintain safe and efficient access routes for emergency vehicles;
- Manual traffic control when necessary;
- Proper advance warning and posted signage concerning street closures; and
- Provisions for pedestrian safety.

A copy of the construction traffic management plan will be submitted to local emergency response agencies, and these agencies will be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.

Mitigation Measure TRA-3: Coordinate construction activities with the U.S. Coast Guard

If construction activities limit or impede use of the lift mechanism of the Tower Bridge during intermittent or extended periods, the USCG will be informed of these occurrences a minimum of 30 days in advance of the interruption to navigational traffic. The USCG will post notice of the temporary closure in the Federal Register, and businesses and boat owners that would be most affected by the obstruction of navigation will be notified individually. SacRT and its contractor(s)~~The Project sponsor~~ will coordinate with Caltrans, the owner of the Tower Bridge, the USCG, and affected businesses/boat owners to minimize or alleviate the potential impact by providing proper notification of the bridge closures; by scheduling closures in the non-peak excursion season (October through April); or by raising the bridge for an extended time to allow continuous river navigation, while temporarily rerouting vehicular and nonmotorized traffic.

Tribal Cultural Resources

Mitigation Measure TCR-1: Collaboration with Local Native American Tribes to Honor the Indigenous Community

SacRT shall work in collaboration with the SSBMI and Yocha Dehe, and other consulting tribes to determine how to best honor the indigenous community that lived in the area prior to colonization and the proposed California Indian District. This could be expressed through installation of an information panel or plaque that describes the importance of the area, and incorporation of indigenous art and design elements and native plants into the design of the new station platforms, specifically the N Street and West Sacramento/Bridge District stations. SacRT shall also invite the Tribes to the ground-breaking ceremony (or ceremonies) for the project, to honor and acknowledge tribal history and ancestry before the start of excavation activities.

Mitigation Measure TCR-2: Support for Tribal Ceremonies to Preserve the Sacred Nature of the Project Site

SacRT shall invite local Native American Tribes to participate in a ground-breaking ceremony (or ceremonies) for the project, in recognition of those who lived and thrived in the region prior to the arrival of colonists. Furthermore, if sacred Native American remains are uncovered by project construction, SacRT shall accommodate ceremonial practices at the project site, to help preserve and restore the sacredness of the significant tribal cultural resources that will be affected by construction. The nature and the frequency of the ceremonies will be determined by the consulting Tribes, but SacRT understands that such ceremonies will not unnecessarily impede the project. SacRT shall negotiate the level of reimbursement to the consulting Tribes for the cost of the materials necessary for conducting the on-site ceremonies to be held before the start of project construction.