

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: Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) Nature Trail

Lead Agency: SPTC - JPA

Contact Person: John Segerdell

Mailing Address: 1329 Howe Avenue, Suite 110

Phone: (916) 924-8800

City: Sacramento

Zip: 95825

County: Sacramento

Project Location: County: Sacramento

City/Nearest Community: Folsom

Cross Streets: Iron Point Road and Placerville Road

Zip Code: 95747

Longitude/Latitude (degrees, minutes and seconds): 38 ° 37 ' 46 " N / 121 ° 5 ' 37 " W Total Acres: 30.67

Assessor's Parcel No.: See Additional Information Sheet

Section: 17

Twp.: 11N

Range: 6E

Base: MDB&M

Within 2 Miles: State Hwy #: Highway 50

Waterways: Carson Creek, Deer Creek, and Latrobe Creek

Airports: N/A

Railways: Trail in Rail Corridor

Schools: Vista Del Lago High

Document Type:

CEQA: NOP

Early Cons

Neg Dec

Mit Neg Dec

Draft EIR

Supplement/Subsequent EIR

(Prior SCH No.) _____

Other: _____

NEPA: NOI

EA

Draft EIS

FONSI

Other: Joint Document

Final Document

Other: _____

Local Action Type:

General Plan Update

General Plan Amendment

General Plan Element

Community Plan

Specific Plan

Master Plan

Planned Unit Development

Site Plan

Rezone

Prezone

Use Permit

Land Division (Subdivision, etc.)

Annexation

Redevelopment

Coastal Permit

Other: Project Approval

Development Type:

Residential: Units _____ Acres _____

Office: Sq.ft. _____ Acres _____ Employees _____

Commercial: Sq.ft. _____ Acres _____ Employees _____

Industrial: Sq.ft. _____ Acres _____ Employees _____

Educational: _____

Recreational: Trail development along Rail Corridor

Water Facilities: Type _____ MGD _____

Transportation: Type _____

Mining: Mineral _____

Power: Type _____ MW _____

Waste Treatment: Type _____ MGD _____

Hazardous Waste: Type _____

Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual

Agricultural Land

Air Quality

Archeological/Historical

Biological Resources

Coastal Zone

Drainage/Absorption

Economic/Jobs

Fiscal

Flood Plain/Flooding

Forest Land/Fire Hazard

Geologic/Seismic

Minerals

Noise

Population/Housing Balance

Public Services/Facilities

Recreation/Parks

Schools/Universities

Septic Systems

Sewer Capacity

Soil Erosion/Compaction/Grading

Solid Waste

Toxic/Hazardous

Traffic/Circulation

Vegetation

Water Quality

Water Supply/Groundwater

Wetland/Riparian

Growth Inducement

Land Use

Cumulative Effects

Other: Greenhouse Gas

Present Land Use/Zoning/General Plan Designation:

Refer to the Additional Information Sheet attached.

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

The Natural Trail is designed to accommodate mountain bikers, pedestrians, and equestrian users. The Natural Trail is not anticipated to be American's with Disabilities Act (ADA) accessible; however, slopes would generally be as gradual as possible within the constraints of existing topography to cater to the widest range of abilities.

Project description is continued on the Additional Information Sheet attached.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "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"/> Other: _____ |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Housing & Community Development | |
| <input type="checkbox"/> Native American Heritage Commission | |

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

Starting Date September 11, 2015 Ending Date October 12, 2015

Lead Agency (Complete if applicable):

Consulting Firm: <u>Foothill Associates</u>	Applicant: <u>SPTC-JPA</u>
Address: <u>590 Menlo Drive, Suite 5</u>	Address: <u>1329 Howe Avenue, Suite 110</u>
City/State/Zip: <u>Rocklin, CA 95765</u>	City/State/Zip: <u>Sacramento, CA 95825</u>
Contact: <u>Kyrsten Shields</u>	Phone: <u>(916) 924-8800</u>
Phone: <u>(916) 435-1202</u>	

Signature of Lead Agency Representative:  Date: 8/27/15

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

Project Location Assessor's Parcel Numbers Continued:

The project alignment includes the following Assessor's Parcel Numbers (APNs): 072-006-0041, 072-006-0011, 072-006-0013, 072-007-0025, 072-007-0029, and 117-020-2010.

Project Location Schools Continued:

The following schools are within 2 miles of the project alignment: Vista Del Lago High School and Golden Ridge Elementary School.

Present Land Use/Zoning/General Plan Designations:

The Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC – JPA) purchased the 53-mile Rail Corridor segment in 1996 and continues to own it for the purpose of preserving it for transportation uses, and coordinating usage and maintenance by the member agencies. Upon acquiring the Rail Corridor, the SPTC – JPA and its member agencies entered into a Reciprocal Use and Funding Agreement (RUFA) to establish the joint rights and responsibilities for the member agencies with respect to the ownership and use of the Rail Corridor. The RUFA allocates segments of the Rail Corridor among the SPTC – JPA member agencies; each member agency has primary usage rights and maintenance responsibility for its allocation of the Rail Corridor which has been granted through an easement to each member by the SPTC - JPA. The SPTC – JPA has railbanked¹ this portion of the Rail Corridor under the Rails to Trails Act and it remains subject to the jurisdiction of the federal Surface Transportation Board.

The approximately 30-acre project site located within the SPTC from milepost 116 and 119.4 has been historically characterized as Southern Pacific Railroad property ranging from 66 to 163 feet in width terminating at the northwest end in the City of Folsom within an area of commercial and industrial land uses. The proposed alignment is currently “informally” used as a trail as apparent by a narrow, yet well-established pathway through grassland.

The majority of the project site is located within the jurisdiction of Sacramento County. The City of Folsom has jurisdiction over land use from milepost 116 to milepost 117.9.

Project Description Continued:

Development of the Proposed Project would involve a nature trail alignment that would generally follow the existing informal trail, except in several locations where the actual alignment would be designed to avoid resources. In general, the proposed alignment has been

¹ Railbanking, as defined by the National Trails System Act, 16 USC 1247 (d), is a voluntary agreement between a railroad company and a trail agency to use an out-of-service rail corridor as a trail until a railroad might need the corridor again for rail service. Because a railbanked corridor is not considered abandoned, it can be sold, leased or donated to a trail manager without reverting to adjacent landowners (Rails to Trails Conservancy, accessed online May 24, 2015 - <http://www.railstotrails.org/build-trails/trail-building-toolbox/railbanking/>).

Notice of Completion & Environmental Document Transmittal
Additional Information Sheet

identified to minimize track crossings and reduce wetland and habitat impacts. The Natural Trail would be constructed as an unpaved trail surfaced with compacted earth or decomposed granite, uniformly graded and free of obstructions, and would generally range from three to four feet in width with two to three feet clearance of woody vegetation on either side. A separation width of 10 feet from the center of the railroad track to the nearest edge of the trail has been identified as a target setback. Interpretive and wayfinding signage would be constructed as appropriate along key points of the alignment.

In areas with severe topographic slopes or spatial constraints, as may be applicable to target areas where wetland or native tree impact avoidance is desired, trail width may be reduced to two feet. Some form of slope or cut bank stabilization measures, including, but not limited to retaining walls may be required to avoid impacts and/or remain within the right-of-way. Within broad, flat areas with few wetlands or trees, trail width may be increased to six feet, if desired, to better accommodate two-way traffic.

Trail development would require approximately 21 trail crossings over aquatic features throughout the alignment. Five culverts are being added to address drainage across the trail where there are no wetlands. Wherever possible, crossings across aquatic features would be designed as free-span structures with footings located outside of the jurisdictional boundaries of the aquatic feature, or would be replacements for existing culverts. Potential wetland crossings range in width from under two feet to about 30 feet. Small drainages could be crossed via culverts or puncheons (rail-less bridges constructed of pressure treated timber). Larger drainages would require multi-plate, con-span structures, or full bridges.

Development of the proposed Natural Trail would also require a single rail crossing. This rail crossing would eventually be developed as a road crossing when development of the Folsom South of 50 Specific Plan Area is completed. The crossing would be adequately posted with warning signs for both trail users and railroad operators. The Natural Trail would also intersect three additional proposed future roads when development of the Folsom South of 50 Specific Plan Area is completed. Signage for both trail users and motorists will be posted to ensure safety and may include one or more of the following components:

- Striping;
- Signage; and/or
- High-Intensity Activated Cross Walk (HAWK) Signal.

Project construction is planned to commence during spring/summer 2016, and would involve a combination of hand and mechanical labor for construction of the main trail alignment, combined with rail-mounted equipment for any areas requiring more intensive construction practices anticipated to be limited to proposed crossings at aquatic features and areas where bridges are proposed.

Construction staging would occur within the SPTC or in adjacent public road right-of-ways.

It is a priority to ensure that the Natural Trail within the SPTC is used properly. To ensure proper use, the SPTC – JPA will:

Notice of Completion & Environmental Document Transmittal
Additional Information Sheet

- Work with volunteers and public safety agencies to establish patrols for the purpose of educating natural trail users on proper shared trail etiquette, environmental stewardship, and safe trail use.

- Install bollards and gated fences at access points to keep motorized vehicles out; removable bollards and restricted-access gates will allow access for maintenance and emergency vehicles.