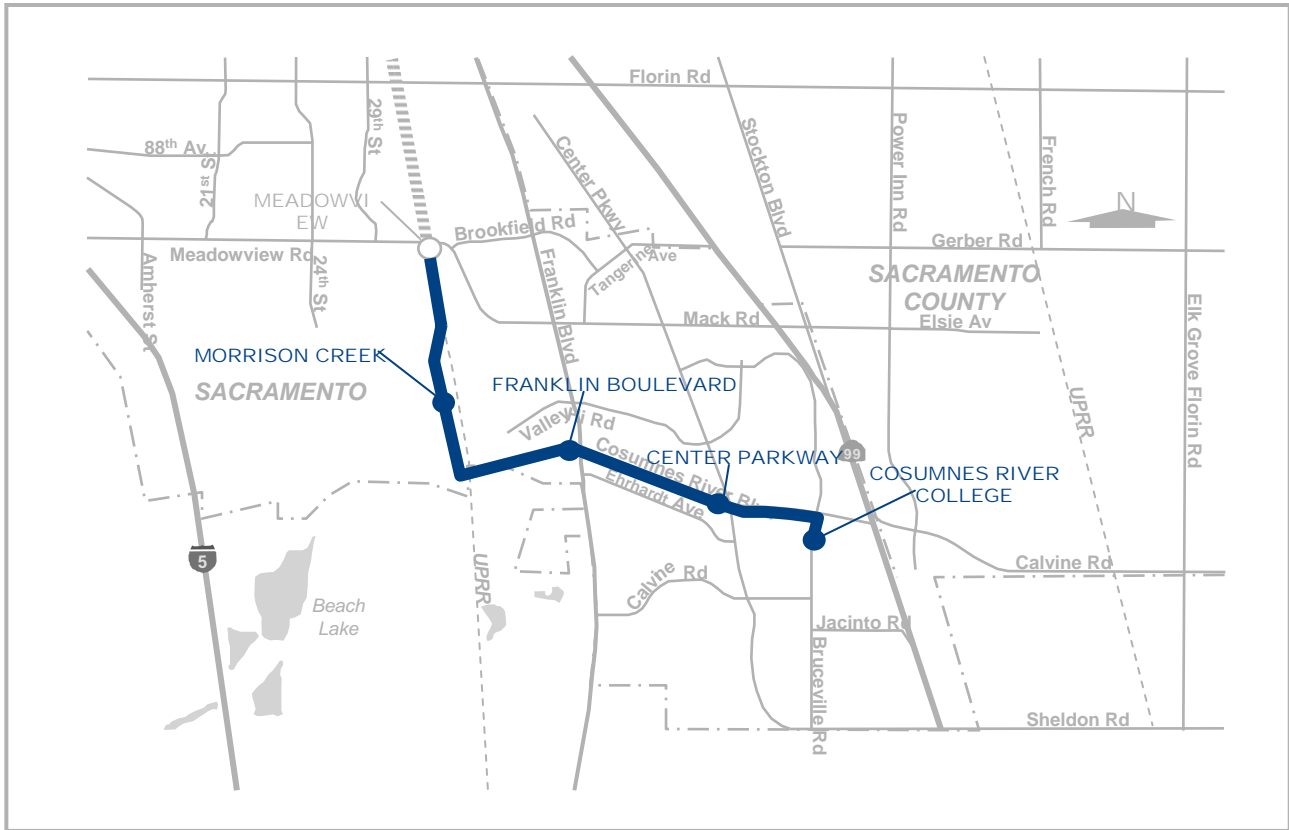


South Sacramento Corridor Phase 2 Project



SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT/ SUBSEQUENT DRAFT ENVIRONMENTAL IMPACT REPORT DRAFT SECTION 4(f)

JANUARY 2007

SOUTH SACRAMENTO CORRIDOR PHASE 2

in the City and County of Sacramento, California

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT/ SUBSEQUENT DRAFT ENVIRONMENTAL IMPACT REPORT/ DRAFT SECTION 4(f)

Pursuant to

National Environmental Policy Act (42 USC §4332) 49 USC Chapters 53 and 303, 16 USC §470, 23 CFR Part 771, 23 CFR Part 450, Executive Order 12898; and California Environmental Quality Act, PRC 21000 *et seq.*; and the State of California CEQA Guidelines, California Administrative Code, 15000 *et seq.*

by the

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

and the

SACRAMENTO REGIONAL TRANSIT DISTRICT

For
RT: Beverly A. Scott JAN 29 2007
Beverly A. Scott, Ph.D. Date
General Manager/Chief Executive Officer
Sacramento Regional Transit District

For
FTA: Leslie T. Rogers 1/29/07
Leslie T. Rogers Date
Region IX Administrator
Federal Transit Administration

The following persons may be contacted for additional information concerning this document:

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ABSTRACT: Sacramento Regional Transit District (RT) proposes to extend light rail transit (LRT) service 4.2 miles from the South Sacramento Corridor Phase 1 terminus at Meadowview Road southward along the UPRR right-of-way, turning east crossing the UPRR and Union House Creek, continuing east to the north of the proposed extension of Cosumnes River Blvd. (CRB), crossing Franklin Boulevard, traveling along the northern side of CRB, turning south along the western side of Bruceville Road and terminating at Cosumnes River College (CRC). This Project, called the Locally Preferred Alternative Phase 2 (LPAP2), includes four new stations at: (a) Morrison Creek, (b) Franklin, (c) Center Parkway, and (d) CRC. Three new park-and-ride lots would provide over 2,700 spaces: (a) Morrison Creek with 50 spaces, (b) Franklin with 650 spaces, and (c) CRC with 2000 spaces. LRT vehicles would operate generally at 10-minute average headways during peak hours of service and have a maximum speed of 55 mph. Vehicle maintenance for LRT vehicles would occur at RT's central maintenance facility at Academy Way, and a new LRT maintenance facility will not be required for the LPAP2 Project. RT has acquired additional LRT vehicles needed to operate on the LPAP2, and additional vehicles will not be acquired as part of the LPAP2 Project. Traction power substations are proposed to be located: (1) just north of the Morrison Creek Station, (2) in the southwest corner of the Franklin Station park-and-ride lot, (3) on the northern portion of Cosumnes River College (CRC) east of Center Parkway, and (4) in the vicinity of the tail tracks at CRC.

In addition to the LPAP2, a No-Action Alternative and a Transportation Systems Management (TSM) Alternative are evaluated in this Supplemental Draft Environmental Impact Statement/Subsequent Draft Environmental Impact Report (SDEIS/SDEIR). The No-Action Alternatives includes improvements contained in the 2002 Metropolitan Transportation Plan (excluding the LPAP2 and a Phase 3 LRT extension. The TSM includes the "best that can be done" to improve transit in the corridor without building the rail project. This alternative would replace the LPAP2 LRT extension and associated bus service with lower-cost line-haul and feeder bus routes.

Project purposes are to improve transit service, enhance regional connectivity, accommodate future travel demand, reduce the growth in congestion, provide a mobility option including an alternative to congested highways, improve regional air quality, and support local economic and land development goals. Increases in LRT ridership, reductions in the growth of highway congestion, and improvements in regional air quality are expected to result. Impacts include noise and vibration, impacts to wetlands and habitat for special status species, floodplain impacts, traffic impacts, and impacts during construction. Proposed mitigation measures include replacement of or compensation for wetlands, habitat and floodplain areas; noise barriers and techniques to reduce noise and vibration at the source; refining signal timing and adding turn lanes at intersections; coordination with utility providers, and advance notice to customers; a Worker Health and Safety Plan and management practices during construction.

A Notice of Intent to Prepare an EIS was published in the Federal Register on March 8, 2002, and a Notice of Preparation was distributed in early March of that year. Public scoping meetings were held on March 25 and April 11 of 2002.

A public hearing to be held during the RT Board meeting on March 12, 2007 at 6:00 pm at the Pannel Meadowview Community Center, 2450 Meadowview Rd., Sacramento, will provide an opportunity to make verbal comments of this SDEIS/SDEIR. Notices will be sent and published regarding this hearing. Written comments on this SDEIS/SDEIR should be sent to:

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