

Table of Contents

PREFACE **1**

SUMMARY **S-1**

S-1 REGIONAL PLANNING CONTEXT S-1

S-3 ALTERNATIVES EVALUATED IN THE SDEIS/SDEIR S-6

S-4 SUMMARY OF ENVIRONMENTAL IMPACTS, DESIGN REQUIREMENTS/ RT PRACTICES,
AND PROPOSED MITIGATION MEASURESS-10

S-5 SUMMARY OF CAPITAL COSTSS-37

S-6 OPERATING AND MAINTENANCE COSTSS-37

S-7 FINANCIAL ANALYSIS AND EVALUATIONS-38

S-8 ISSUES TO BE RESOLVED/AREAS OF CONTROVERSYS-39

**Chapter 1: PURPOSE OF AND NEED FOR TRANSPORTATION
IMPROVEMENTS** **1-1**

1.1 PURPOSE OF THE PROPOSED ACTION 1-1

1.2 NEED 1-4

1.2.1 South Sacramento Corridor 1-4

1.2.2 Current and Future Population and Employment 1-4

1.2.3 Current and Future Travel Demand 1-8

1.2.4 Air Quality1-11

1.2.5 Other Needs1-11

CHAPTER 2: ALTERNATIVES **2-1**

2.1 BACKGROUND..... 2-1

2.2 NO-ACTION ALTERNATIVE 2-3

2.2.1 Background Assumptions 2-4

2.2.2 No-Action Alternative: Corridor Transit System..... 2-4

2.2.3 No-Action Alternative Highway Network Improvements..... 2-6

2.3 TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATIVE 2-9

2.3.1 TSM Alternative Bus Service2-10

2.3.2 TSM Alternative Rail Transit Operations.....2-13

2.3.3 TSM Alternative Highway Improvements2-13

2.3.4 TSM Alternative Transit Centers.....2-13

2.4 LOCALLY PREFERRED ALTERNATIVE PHASE 22-14

2.4.1 LPAP2 Highway Improvements2-14

2.4.2 LPAP2 Transit Service2-14

2.4.3 LPAP2 Alignment Description.....2-14

2.4.4 Detailed Description of LRT Alignment.....2-18

2.4.5 LPAP2 Stations.....2-43

2.4.6 Traction Power.....2-46

2.4.7 Right-of-Way Requirements2-48

2.5 FLEET AND MAINTENANCE FACILITY REQUIREMENTS2-48

2.6 CAPITAL COST SUMMARY2-48

2.6.1 TSM Alternative Capital Costs2-49

2.6.2	LPAP2 Capital Costs.....	2-50
2.7	OPERATING AND MAINTENANCE COST SUMMARY.....	2-51
2.7.1	RT's Current Operating and Maintenance Costs.....	2-51
2.7.2	Operating and Maintenance Costs of the TSM Alternative	2-51
2.7.3	Operating and Maintenance Costs of the LPAP2	2-52
2.8	ALTERNATIVES CONSIDERED AND WITHDRAWN FROM FURTHER CONSIDERATION.....	2-52
2.8.1	Meadowview Road to Union House Creek	2-52
2.8.2	Bufferlands Corridor (UPRR Corridor to Franklin Boulevard).....	2-53
2.8.3	Franklin Boulevard to Bruceville Road.....	2-53
2.8.4	Bruceville Road Segment	2-54
2.8.5	LRT Segment from the CRC to Calvine/Auberry.....	2-55
2.8.6	Storage and Maintenance Facility.....	2-56
2.9	RELATED PROJECTS.....	2-56
2.10	ISSUES TO BE RESOLVED/AREAS OF CONTROVERSY.....	2-58

CHAPTER 3: TRANSPORTATION AND PARKING: AFFECTED ENVIRONMENT, IMPACTS, AND MITIGATION 3-1

3.1	OVERVIEW	3-1
3.2	TRANSIT	3-1
3.2.1	Existing Rail Transit Services	3-1
3.2.2	Existing Bus Services	3-7
3.2.3	Future Transit Services in the South Sacramento Phase 2 Corridor	3-10
3.2.4	Projected Future Rail and Bus Patronage.....	3-12
3.2.5	Projected Travel Times/Accessibility.....	3-22
3.2.6	Mitigation Measures.....	3-25
3.3	VEHICULAR TRAFFIC.....	3-25
3.3.1	Existing Street and Highway System	3-25
3.3.2	Existing Traffic Volumes and Level of Service.....	3-26
3.3.2	Existing Traffic Volumes and Level of Service.....	3-27
3.3.3	Criteria for Assessing Project-Specific Impacts on Vehicular Traffic	3-32
3.3.4	No-Action Alternative Long-Term Traffic Impacts	3-33
3.3.5	TSM Alternative Traffic Impacts.....	3-37
3.3.6	LPAP2 Long-Term Traffic Impacts.....	3-42
3.3.7	Delays at Grade Crossings.....	3-43
3.3.8	Circulation Impacts in Station Areas.....	3-43
3.3.9	Mitigation Measures.....	3-50
3.4	PARKING	3-54
3.4.1	No-Action Alternative.....	3-54
3.4.2	TSM Alternative.....	3-54
3.4.3	LPAP2	3-56
3.4.4	Mitigation Measures.....	3-57
3.5	PEDESTRIAN AND BICYCLE FACILITIES	3-57
3.5.1	No-Action Alternative.....	3-57
3.5.2	TSM Alternative.....	3-57
3.5.3	LPAP2	3-57
3.5.4	Mitigation Measures.....	3-59

CHAPTER 4: AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION.....4-1

4.1 AESTHETICS..... 4-1

4.1.1 Overview..... 4-1

4.1.2 Visual Character..... 4-1

4.1.3 Locations Possessing Sensitive Visual Receptors or Offering Scenic Views..... 4-2

4.1.4 Visual Changes under the TSM or LPAP2 Alternatives..... 4-4

4.1.5 Mitigation Measures..... 4-9

4.2 AGRICULTURE..... 4-9

4.2.1 Regulatory Setting..... 4-9

4.2.2 Farmland Impacts..... 4-10

4.2.3 Mitigation Measures..... 4-10

4.3 AIR QUALITY..... 4-11

4.3.1 Setting..... 4-11

4.3.2 Air Quality Analysis Methodology..... 4-14

4.3.3 Impacts..... 4-15

4.3.4 Mitigation Measures..... 4-21

4.4 BIOLOGICAL RESOURCES..... 4-21

4.4.1 Regulatory Context..... 4-21

4.4.2 Methodology..... 4-23

4.4.3 Overview of Existing Natural Resources..... 4-24

4.4.4 Impacts..... 4-44

4.4.5 Agency Consultations..... 4-48

4.4.6 Mitigation Measures..... 4-48

4.5 HISTORIC AND CULTURAL RESOURCES..... 4-50

4.5.1 Regulatory Compliance..... 4-50

4.5.2 Resources in the Area of Potential Effects..... 4-51

4.5.3 Impacts..... 4-55

4.5.4 Mitigation Measures..... 4-56

4.6 ELECTROMAGNETIC FIELDS (EMF) AND ELECTROMAGNETIC INTERFERENCE (EMI)..... 4-56

4.6.1 Electromagnetic Fields (EMF)..... 4-56

4.6.2 Electromagnetic Interference (EMI)..... 4-59

4.6.3 Mitigation Measures..... 4-59

4.7 GEOLOGY, SOILS AND SEISMICITY..... 4-59

4.7.1 Setting..... 4-59

4.7.2 Impacts..... 4-62

4.7.3 Mitigation Measures..... 4-62

4.8 HAZARDOUS WASTES..... 4-62

4.8.1 Affected Environment..... 4-62

4.8.2 Impacts..... 4-63

4.8.3 Mitigation Measures..... 4-65

4.9 HYDROLOGY, FLOODPLAIN, AND WATER QUALITY..... 4-66

4.9.1 Setting..... 4-66

4.9.2 Impacts..... 4-72

4.9.3 Mitigation Measures..... 4-75

4.10 LAND USE AND PLANNING..... 4-76

4.10.1 Existing Land Uses..... 4-78

4.10.2 Local Development Plans and Policies..... 4-78

4.10.3	Future Land Uses in the Near the LPAP2 Alignment/Related Projects	4-81
4.10.4	Impacts	4-85
4.10.5	Design Requirements and RT Practices	4-87
4.10.6	Mitigation Measures.....	4-88
4.11	MINERAL AND ENERGY RESOURCES	4-88
4.11.1	Minerals	4-88
4.11.2	Energy	4-88
4.12	NOISE AND VIBRATION.....	4-95
4.12.1	Methodology and Criteria	4-95
4.12.2	Sensitive Receptors	4-102
4.12.3	Measurement of Existing Noise and Vibration.....	4-102
4.12.4	Noise Impacts.....	4-107
4.12.5	Ground Vibration Impact Assessment.....	4-111
4.12.6	Design Requirements and RT Practices	4-112
4.12.7	Noise Impact Mitigation Measures.....	4-112
4.12.8	Ground-Borne Vibration Mitigation	4-121
4.13	POPULATION, HOUSING, AND ENVIRONMENTAL JUSTICE.....	4-125
4.13.1	Demographic Characteristics	4-125
4.13.2	Neighborhood and Businesses	4-130
4.13.3	Property Acquisition and Relocation	4-134
4.13.4	Effects on Neighborhoods and Businesses	4-137
4.13.5	Environmental Justice.....	4-138
4.13.6	Growth Inducement	4-139
4.13.7	Mitigation Measures.....	4-140
4.14	PUBLIC SERVICES AND FACILITIES	4-140
4.14.1	Setting	4-140
4.14.2	Impacts	4-144
4.14.3	Mitigation Measures.....	4-144
4.15	RECREATIONAL FACILITIES.....	4-144
4.15.1	Setting	4-144
4.15.2	Impacts	4-145
4.15.3	Mitigation Measures.....	4-147
4.16	SAFETY AND SECURITY.....	4-149
4.16.1	Security at RT Facilities.....	4-149
4.16.2	Impacts	4-149
4.16.3	Safety of Children.....	4-152
4.16.4	Mitigation Measures.....	4-153
4.17	UTILITIES	4-154
4.17.1	Setting	4-154
4.17.2	Impacts	4-154
4.17.3	Design Requirements and RT Practices	4-158
4.17.4	Mitigation Measures.....	4-159
4.18	SECTION 4(f).....	4-159
4.18.1	Regulatory Context.....	4-159
4.18.2	Proposed Action.....	4-159
4.18.3	Purpose and Need.....	4-160
4.18.4	Section 4(f) Property	4-164
4.18.5	Use of 4(f) Properties	4-164
4.18.6	Avoidance Alternatives.....	4-165

4.18.4	Draft 4(f) Finding	4-165
4.19	CUMULATIVE IMPACTS	4-165
4.19.1	Regulatory Context	4-165
4.19.2	Issues That Are Addressed Cumulatively Through the Areawide Land Use and Transportation Model	4-166
4.19.3	Noise	4-167
4.19.4	Impacts Related to Right-of-Way Requirements	4-167
4.19.5	Phase 3	4-169
4.19	IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES	4-169
4.20	RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	4-170

CHAPTER 5: CONSTRUCTION PHASE EFFECTS 5-1

5.1	OVERVIEW OF CONSTRUCTION ACTIVITY REQUIREMENTS	5-1
5.1.1	TSM Alternative	5-1
5.1.2	LPAP2	5-1
5.2	CONSTRUCTION PHASE IMPACTS AND MITIGATION	5-6
5.2.1	Aesthetics	5-6
5.2.2	Agriculture	5-6
5.2.3	Air Quality	5-7
5.2.4	Biological Resources	5-10
5.2.5	Cultural Resources	5-15
5.2.6	Employment	5-16
5.2.7	Geology, Soils and Seismicity	5-17
5.2.8	Hazardous Wastes	5-18
5.2.9	Hydrology, Floodplain, and Water Quality	5-19
5.2.10	Land Use	5-20
5.2.11	Mineral and Energy Resources	5-20
5.2.12	Neighborhoods and Businesses	5-21
5.2.13	Noise and Vibration	5-22
5.2.14	Parks and Recreation	5-23
5.2.15	Public Services and Facilities	5-23
5.2.16	Safety and Security	5-23
5.2.17	Transportation Impacts	5-24
5.2.18	Utilities	5-28
5.2.19	Cumulative Construction	5-28

CHAPTER 6: CEQA CONSIDERATIONS AND FINDINGS OF SIGNIFICANCE... 6-1

6.1	SIGNIFICANCE CRITERIA	6-1
6.2	UNAVOIDABLE SIGNIFICANT ADVERSE EFFECTS UNDER CEQA	6-10
6.2.1	Impacts with CEQA Baseline (Current) Conditions	6-47
6.2.2	CEQA Mandatory Findings of Significance	6-48
6.3	GROWTH INDUCEMENT	6-49

CHAPTER 7: FINANCIAL ANALYSIS AND EVALUATION 7-1

7.1	OVERVIEW	7-1
7.2	FUNDING FOR CONSTRUCTION COSTS	7-1
7.2.1	Congestion Mitigation and Air Quality Improvement	7-2

7.2.2	Laguna Community Facilities District	7-2
7.2.3	Vineyard Fee District	7-2
7.2.4	State Transportation Improvement Program	7-3
7.2.5	Measure A Sales Tax / Developer Fees	7-3
7.2.6	State Traffic Congestion Relief Program	7-4
7.2.7	Federal Section 5309 New Starts	7-4
7.3	FUNDING FOR OPERATIONS AND MAINTENANCE COSTS	7-4
7.4	CASH FLOW ANALYSIS	7-5
7.5	RISK ANALYSIS	7-7
7.6	CONCLUSIONS	7-8
7.7	EVALUATION OF ALTERNATIVES	7-9
7.7.1	Goals and Objectives	7-10
7.7.2	Travel and Mobility	7-14
7.7.3	Land Use	7-17
7.7.4	Financial and Economic	7-18
7.7.5	Environmental	7-19
7.7.6	Community Considerations	7-21
CHAPTER 8: Consultation and Coordination		8-1
8.1	PUBLIC INVOLVEMENT/PUBLIC INFORMATION PROGRAM	8-1
8.1.1	Public Involvement During Preparation of Supplemental DEIS/Subsequent DEIR	8-2
8.1.1.1	Summary of Public Outreach Efforts	8-2
8.2	AGENCY CONSULTATION AND APPROVALS	8-13
8.2.1	Informal Agency Coordination	8-13
8.2.2	Agency Scoping Meeting	8-14
8.2.3	Agency Consultation and Review of Supplemental Draft EIS/Subsequent Draft EIR	8-14
8.2.4	Other Permits and Approvals	8-15
8.2.5	Agencies Consulted	8-16
8.3	OTHER INTERESTED PARTIES AND STAKEHOLDERS	8-19
8.4	CHRONOLOGY OF AGENCY COORDINATION	8-19

Appendices

APPENDIX A: Bibliography, Notes and References

APPENDIX B: Definitions and Abbreviations

APPENDIX C: List of Preparers

APPENDIX D: Distribution List

APPENDIX E: Agency Correspondence

APPENDIX F: RT District Board Resolution Certifying EIR for Locally Preferred Alternative

APPENDIX G: Cultural Resources (Archeology) Area of Potential Effects (APE) Maps

APPENDIX H: Historic Architecture Area of Potential Effects (APE) Maps

LIST OF FIGURES

Figure S-1: Project Location S-5

Figure S-2: Locally Preferred Alternative Phase 2 Proposed Light Rail Transit (LRT) Alignment and Station Locations S-9

Figure 1.1-1: Major Activity Centers 1-2

Figure 1.2-1: South Sacramento Corridors 1-5

Figure 1.2-2: Sacramento County Regional Analysis Districts 1-6

Figure 1.2-3: Potential Connection Points to LRT System 1-13

Figure 2.2-1: Year 2025 No-Action Alternative 2-7

Figure 2.3-1: Transportation Systems Management (TSM) Alternative 2-11

Figure 2.4.1: LRT Alternative 2-15

Figure 2.4-2: Locally Preferred Alternative Phase 2 2-16

Figure 2.4-3: LPAP2 Layout Plans 2-19

Figure 2.4-4: LPAP2 Layout Plans 2-20

Figure 2.4-5: LPAP2 Layout Plans 2-21

Figure 2.4-6: LPAP2 Layout Plans 2-22

Figure 2.4-7: LPAP2 Layout Plans 2-23

Figure 2.4-8: LPAP2 Layout Plans 2-24

Figure 2.4-9: LPAP2 Layout Plans 2-25

Figure 2.4-10: LPAP2 Layout Plans 2-26

Figure 2.4-11: LPAP2 Layout Plans 2-27

Figure 2.4-12: LPAP2 Layout Plans 2-28

Figure 2.4-13: LPAP2 Layout Plans 2-29

Figure 2.4-14: LPAP2 Layout Plans 2-30

Figure 2.4-15: LPAP2 Layout Plans 2-31

Figure 2.4-16: LPAP2 Layout Plans 2-32

Figure 2.4-17: LPAP2 Layout Plans 2-33

Figure 2.4-18: LPAP2 Layout Plans 2-34

Figure 2.4-19: LPAP2 Layout Plans 2-35

Figure 2.4-20: LPAP2 Typical Cross Sections 2-36

Figure 2.4-21: LPAP2 Typical Cross Sections 2-37

Figure 2.4-22: LPAP2 Typical Cross Sections 2-38

Figure 2.4-23: LPAP2 Typical Cross Sections 2-39

Figure 3.2-1: Definition of Corridors in RT Service Area 3-2

Figure 3.2-2: Existing Transit Network 3-3

Figure 3.2-3: Illustration of Linked Transit Trips and Transit Boardings 3-16

Figure 4.1-1: View of Meadowview Road and Meadowview Station Site (Looking East) 4-3

Figure 4.1-2: Homes North of UPRR/Union House Creek Bridge Location (Looking Southwest) 4-3

Figure 4.1-3: View of Franklin Boulevard/Cosumnes River Boulevard Intersection (Looking North down Franklin Boulevard) 4-4

Figure 4.1-4: View of Bruceville Road/Cosumnes River Boulevard Intersection and Cosumnes River College (Looking Southwest)	4-4
Figure 4.1-5: Meadowview Road LRT Flyover	4-5
Figure 4.1-6: Meadowview Road Underpass	4-6
Figure 4.1-7: View of UPRR/Union House Creek LRT Bridge from Homes to the North.....	4-7
Figure 4.1-8: Franklin Boulevard LRT Flyover.....	4-7
Figure 4.1-9: Bruceville Road LRT Flyover	4-8
Figure 4.9-1: Existing 100-Year Floodplain	4-69
Figure 4.9-2: 100-Year Floodplain After Implementation of Flood Control Projects (By Others)....	4-70
Figure 4.10-1: Existing Land Use Map	4-77
Figure 4.10-2: Future Land Use Map.....	4-82
Figure 4.10-3: Major Construction Projects in LPAP2 Corridor Area	4-83
Figure 4.11-1: SMUD Sources of Electricity 1998-2002	4-89
Figure 4.12-1: Examples of Typical Outdoor Noise Exposure	4-96
Figure 4.12-2: Typical Ground-Borne Vibration Levels and Criteria.....	4-100
Figure 4.12-3: Noise Measurement Sites: LPAP2 LRT Alignment	4-103
Figure 4.12-4: Maximum Existing Union Pacific Freight Train Vibration at 15 mph.....	4-104
Figure 4.12-5: Ground-Borne Vibration Measurement Locations	4-106
Figure 4.12-6: Noise Impacts Before Mitigation.....	4-115
Figure 4.12-7: Noise Impacts Before Mitigation.....	4-116
Figure 4.12-8: Preliminary Noise Barrier Locations	4-119
Figure 4.12-9: Preliminary Noise Barrier Locations	4-120
Figure 4.12-10: Vibration Impacts Before Mitigation.....	4-123
Figure 4.12-11: Vibration Impacts Before Mitigation.....	4-124
Figure 4.13-1: Socioeconomic Study Area Census Tracts	4-126
Figure 4.13-2: Community/Neighborhood Groups	4-131
Figure 4.14-1: Public and Cultural Facilities	4-143
Figure 4.15-1: Parks and Recreational Facilities	4-146
Figure 5.1-1: Project Design and Construction Schedule–South Sacramento Corridor Phase 2.....	5-2
Figure 7.7-1: FTA New Starts Project Evaluation Criteria and Measures.....	7-9

LIST OF TABLES

Table S-2: Summary of Long-Term Impacts, Design Requirements/RT Practices, and Proposed Mitigation Measures S-11

Table S-3: Summary of Short-Term Impacts, Design Requirements/RT Practices, and Proposed Mitigation Measures S-25

Table S-4: LPAP2 Capital Cost Estimate by Cost Category S-37

Table S-5: Identified Capital Funding for the LPAP2 Project S-38

Table 1.2-1: Current and Future Households and Employment 1-7

Table 1.2-2: Person Trip Demand in South Sacramento Corridor 1-8

Table 1.2-3: LPAP2 Project Current and Projected Traffic Congestion on I-5 and SR 99 No-Action Alternative 1-9

Table 1.2-4: Transit Riders per Day in South Sacramento Corridor No-Action Alternative 1-10

Table 1.2-5: Air Quality Trends in Sacramento Area, 1997-2003 1-12

Table 2-1: South Sacramento Corridor Milestones 2-3

Table 2.2-1: No-Action Alternative Transit Service in South Sacramento Corridor 2-8

Table 2.2-2: Major Highway Improvements Programmed for South Sacramento Corridor to 2025 2-9

Table 2.3-1: 2025 Transit Service in South Sacramento Corridor 2-12

Table 2.4-1: LPAP2 Transit Service in South Sacramento Corridor 2-17

Table 2.5-1: Vehicle Maintenance Facilities and Requirements 2-49

Table 2.6-1: Capital Cost Summary Transportation Systems Management Alternative 2-50

Table 2.6-2: LPAP2 Capital Cost Estimate by Cost Category 2-50

Table 2.6-3: Capital Cost Summary – Incremental Increase in Costs for LPAP2 Design Options Above the Base Case Costs 2-51

Table 2.7-1: 2030 Annual Operating Statistics for LPAP2 2-52

Table 3.2-1: Year 2001 Average Weekday Transit Boarding 3-6

Table 3.2-2: Accessibility Comparison AM and PM Peak Period Travel Times by Mode 3-6

Table 3.2-3: Year 2001 Average Weekday RT Transit Boardings by Line 3-8

Table 3.2-4: Year 2001 Bus Routes in the South Sacramento Corridor Phase 2 Study Area 3-9

Table 3.2-5: Comparison of Peak Hour Passenger Carrying Capacity 3-13

Table 3.2-6: 2030 Weekday Linked Transit Trips by Corridor 3-14

Table 3.2-7: 2030 Weekday Transit Passenger Boardings by Corridor 3-15

Table 3.2-8: 2030 Regionwide Weekday Linked Transit Trips by Access Mode 3-17

Table 3.2-9: 2030 Regionwide Weekday Transit Passenger Boardings by Vehicle Type 3-19

Table 3.2-10: Weekday LRT Passenger Boardings by Access Mode 3-20

Table 3.2-11: 2030 Weekday Station/Transit Center Boardings and Parking Space Demand TSM Alternative 3-20

Table 3.2-12: 2030 Weekday LRT Station Boardings and Parking Space Demand LPAP2 3-22

Table 3.2-13: Year 2000 and 2030 AM-Peak Period Travel Times 3-23

Table 3.2-14: User Benefits by District (LRT Compared to TSM) 3-25

Table 3.3-1: Level of Service Criteria for Freeways 3-28

Table 3.3-2: Existing (Year 2000) Levels of Service on Study Area Freeways 3-28

Table 3.3-3: Year 2000-2025 Change in Daily Traffic Volumes on Study Area Arterial Roadways 3-29

Table 3.3-4: LOS Criteria for Signalized Intersections 3-31

Table 3.3-5: Existing (Year 2002) Intersection Levels of Service 3-32

Table 3.3-6: Existing and Year 2025 Freeway Levels of Service-No-Action Alternative 3-34

Table 3.3-7: Year 2025 Intersection Levels of Service-No-Action Alternative 3-36

Table 3.3-8: Year 2025 Levels of Service on Study Area Freeways-TSM & LPAP2 Alternatives 3-38

Table 3.3-9: Daily Traffic Volumes on Study Area Arterial Roadways–TSM & LPAP2 Alternatives .. 3-39

Table 3.3-10: Year 2025 Intersection LOS Impacts-TSM and LPAP2 Alternatives-AM Peak Hour .. 3-40

Table 3.3-11: Year 2025 Intersection LOS Impacts-TSM and LPAP2 Alternatives-PM Peak Hour .. 3-41

Table 3.3-12: Year 2025 Design Queue Lengths at Grade Crossings (95th percentile queue, per lane in vehicles)-AM Peak Hour 3-44

Table 3.3-13: Year 2025 Design Queue Lengths at Grade Crossings (95th percentile queue, per lane in vehicles) - PM Peak Hour	3-45
Table 3.3-14: Year 2025 Intersection Efficiency Changes (percent change in seconds of green time per hour)	3-46
Table 3.3-15: Year 2025 Intersection LOS Impacts - LPAP2 and Design Option Alternatives - AM Peak Hour	3-48
Table 3.3-16: Year 2025 Intersection LOS Impacts - LPAP2 and Design Option Alternatives - PM Peak Hour	3-49
Table 3.3-17: Year 2025 Intersection LOS Mitigations-TSM & Design Option with Surface Parking	3-52
Table 3.6-18: Year 2025 Intersection LOS Mitigations-Design Option With Surface Parking and Design Option with Garage North of Entrance	3-52
Table 3.3-19: Yr 2025 Intersection LOS Mitigations-Design Option w/ Surface Parking & LPAP2..	3-53
Table 3.4-1: Year 2025 Changes in Parking Demand	3-55
Table 4.2-1: Farmland Impacts with the TSM and LPAP2 Alternatives	4-10
Table 4.3-1: Federal and State Ambient Air Quality Standards.....	4-12
Table 4.3-2: Federal Emissions Thresholds ¹	4-12
Table 4.3-3: Air Quality Standards, Ambient Measurements and Violations in Project Vicinity	4-13
Table 4.3-4: Criteria Pollutant Emissions (Burden Analysis)	4-16
Table 4.3-5: Criteria Pollutant Emissions Comparison (Burden Analysis)	4-16
Table 4.3-6: Carbon Monoxide (CO) Concentrations (parts per million)	4-17
Table 4.3-7: Carbon Monoxide (CO) Concentrations With Parking Structure Design Options.....	4-19
Table 4.4-1: Noxious Weeds Observed Within the Project Area	4-28
Table 4.4-2: Special-Status Plant and Wildlife Species with Potential to Occur in the Study Area .	4-31
Table 4.4-3: Known Localities of the Giant Garter Snake in the Project Vicinity	4-40
Table 4.4-4: Vegetation Community Impacts (acres) for the TSM Alternative	4-44
Table 4.4-5: Vegetation Community Impacts (acres) for the LPAP2	4-45
Table 4.4-6: Special-status Species Habitat Impacts (acres) of the TSM Alternative	4-46
Table 4.4-7: Special-status Species Habitat Impacts (acres) for the LPAP2.....	4-47
Table 4.4-8: Jurisdictional Wetlands and Other Waters of the U.S. Impacts (acres).....	4-48
Table 4.5-1: Previous Cultural Surveys and Known Sites Adjacent to/Overlapping with the Archaeological APE for the LPAP2 Alternative	4-54
Table 4.6-1: EMF Intensities from Common Human Activities.....	4-57
Table 4.11-1: Direct and Total Energy Use by Transit and Auto Modes (2025).....	4-92
Table 4.11-2: Annual Energy Consumption for Vehicle Operations by Alternative (2025)	4-93
Table 4.12-1: FTA Noise Impact Criteria.....	4-98
Table 4.12-2: Cumulative Noise Level Increase Allowed by FTA Criteria	4-99
Table 4.12-3: Ground-Borne Vibration and Noise Impact Criteria.....	4-101
Table 4.12-4: Ground-Borne Vibration and Noise Impact Criteria for Special Buildings.....	4-101
Table 4.12-5: Summary of Existing Ambient Noise Measurement Results	4-105
Table 4.12-6: Projected Noise Impacts at Residences due to LRT Operations and Cosumnes River Boulevard Traffic.....	4-108
Table 4.12-7: Projected Noise Impacts at Non-Residential Receptors due to LPAP2 LRT Operations and Cosumnes River Boulevard Traffic ¹	4-110
Table 4.12-8: Land Use Category 2 (Residential) Vibration Impacts	4-113
Table 4.12-9: Land Use Category 3 Vibration Impacts	4-114
Table 4.12-10: Preliminary Noise Barrier Mitigation Treatment for LPAP2 Without CRB Widening and Extension Projects	4-117
Table 4.12-11: Preliminary Noise Barrier Mitigation Treatment for the LPAP2 with Traffic Noise Contribution from CRB Widening and Extension Projects	4-118
Table 4.12-12: Potential Sound Insulation Mitigation Treatment	4-121
Table 4.13-1: 2000-2025 Population, Housing, and Employment in the Study Area	4-127
Table 4.13-2: Household Characteristics	4-128
Table 4.13-3: Ethnic Composition in the Study Area	4-128

Table 4.13-4: Household Income and Poverty Status	4-129
Table 4.13-5: 2000 Transit Dependent Populations	4-129
Table 4.13-6: Summary of Right-of-Way Acquisitions (Including Easements) and Estimated Residential and Non-Residential Relocations.....	4-134
Table 4.14-1: Existing Public and Cultural Facilities	4-142
Table 4.14-2: Community Facilities Provided Improved Access Under the TSM and LPAP2 Alternatives.....	4-144
Table 4.15-1: Existing Parks and Recreational Facilities in the Study Area	4-145
Table 4.17-1: Utility Summary for LPAP2.....	4-155
Table 4.17-2: Utility Modifications Proposed for the Light Rail Transit Alternative ¹	4-157
Table 5.2-1: Worst-Case Daily Construction Emissions - TSM Alternative (pounds per day)	5-7
Table 5.2-2: Worst-Case Daily Construction Emissions - Light Rail Alternative (pounds per day)....	5-8
Table 5.2-3: Worst-Case Daily Construction Emissions After Design Requirements/RT Practices and Mitigation TSM Alternative (pounds per day)	5-10
Table 5.2-4: Worst-Case Daily Construction Emissions After Design Requirements/RT Practices and Mitigation Light Rail Alternative (pounds per day).....	5-10
Table 5.2-5: Impacts from Construction Investment in the South Sacramento Corridor Phase 2 Project (Millions of 2005 dollars)	5-16
Table 5.2-6: Street Closures Due to Construction of the LPAP2	5-25
Table 6.1-1: CEQA Significance Threshold for Selected Environmental Impact Categories	6-2
Table 6.2-1: Summary of Impacts and Proposed Mitigation for the TSM and LPAP2 Alternatives .	6-11
Table 7.2-1: Capital Cost Estimate by Cost Category	7-1
Table 7.2-2: Identified Capital Funding for the LPAP2 Project.....	7-2
Table 7.7-1: Comparison of Alternatives in 2025 with Measure of Goals and Objectives.....	7-11
Table 7.7-2: Reduction in Air Pollution by LPAP2 Alternative	7-19
Table 8.2-1: Agency Approvals	8-15

