

## **CHAPTER 1: PURPOSE OF AND NEED FOR TRANSPORTATION IMPROVEMENTS**

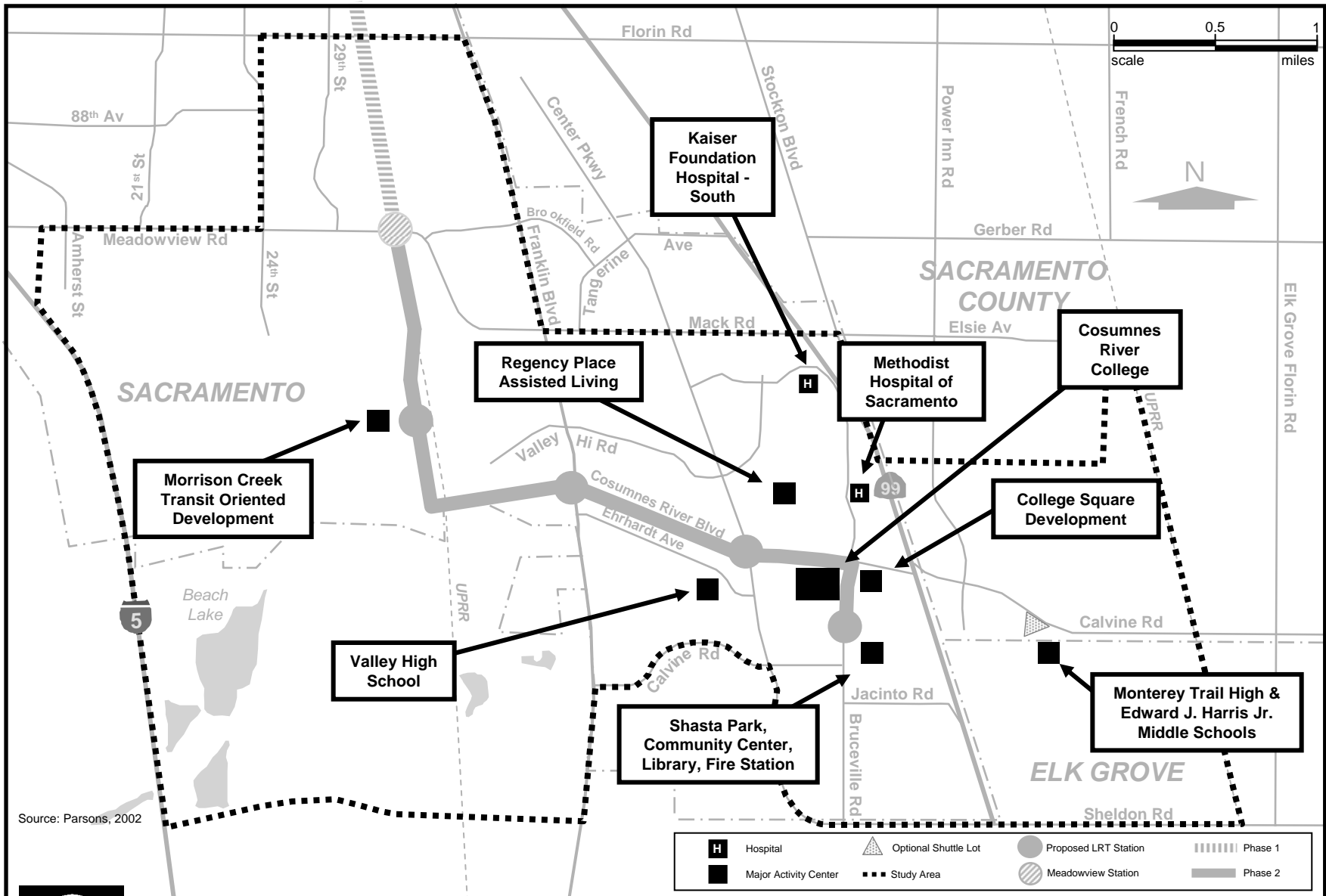
A Purpose and Need statement identifies and describes the transportation problem(s) that a proposed action is intended to address and specifies the underlying purposes of and need for the proposed action. In this case, the proposed action is the Locally Preferred Alternative Phase 2 (LPAP2) Light Rail Transit (LRT) extension of the Sacramento LRT system 4.3 miles into Southern Sacramento, with four LRT stations and associated facilities (e.g., park-and-ride lots) and amenities. As a fundamental requirement of the National Environmental Policy Act (NEPA), the Purpose and Need statement provides a basis and tool for evaluation of alternatives to the proposed action and the basis and framework for decision-making regarding the proposed action. This purpose and need statement also addresses the CEQA Guidelines Section 15124 (b) provision for a statement of project objectives.

### **1.1 PURPOSE OF THE PROPOSED ACTION**

The purpose of the LPAP2 LRT extension is to improve public transit services in the fast-growing South Sacramento Corridor to provide faster, more convenient access between South Sacramento and downtown Sacramento as well as to other corridor activity centers.

Meeting this primary project purpose would also address the following related purposes that were developed from the original goals and objectives of the South Sacramento Corridor, as defined in the original corridor environmental document. Subsection 7.7.1, Goals and Objectives, presents a comprehensive set of the original goals and objectives from the 1994 *South Sacramento Corridor AA/DEIS/DEIR*.

- Enhance regional connectivity through expanded, interconnected LRT services along the primary travel corridors in Sacramento County, by connecting the project area with Interstate 80 (I-80) east (existing Northeast LRT Line), US 50 (existing Folsom LRT Line with extensions), and State Route 99 (SR 99)/I-5.
- Accommodate future travel demand in the corridor by increasing transit capacity and expanding modal options (by considering LRT and other enhanced transit services along with conventional transit).
- Reduce the growth in increasing traffic congestion on SR 99 and I-5 between downtown Sacramento and the communities of Elk Grove, Laguna Creek, and Laguna West, and on the major north-south arterials in South Sacramento, such as Franklin Boulevard and Bruceville Road.
- Improve regional air quality by reducing auto emissions.
- Improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income and ethnic minority populations and provide a mobility option to the use of congested highways.
- Support local economic and land development goals by increasing transit service to current and future corridor activity centers. Figure 1.1-1 depicts major activity centers in the South Sacramento Phase 2 Corridor.



Source: Parsons, 2002



South Sacramento Corridor  
Phase 2 Project

**MAJOR ACTIVITY CENTERS IN THE SOUTH SACRAMENTO  
PHASE 2 CORRIDOR**  
Figure 1.1-1

Extending LRT service south from the South Sacramento Corridor Phase 1 terminus at Meadowview Road would provide much needed additional capacity to address an anticipated growth in corridor person trips of over 50 percent by the year 2025. When operations begin in or around 2010, the service would connect South Sacramento residents with approximately 39 miles of LRT lines serving the north, east, and south sections of Sacramento County, thereby enhancing direct public transit access to other regional activity centers. Future extensions could expand the LRT network further, from Downtown Sacramento north to the Sacramento Airport and from the LPAP2 LRT line south into Elk Grove. In the long term, the light rail system is planned to extend across the County line into neighboring Placer and Yolo Counties.

The project would complement and expand existing travel choices in South Sacramento. As a competitive alternative to the private auto (in terms of both the cost and time for travel reliability), LPAP2 would divert auto trips from heavily traveled roadways and ease traffic congestion, in particular on SR 99 and I-5. By allowing more trips to be made on transit to the downtown Sacramento commercial and office core, the growth in parking requirements would lessen and circulation impacts would be less severe. A secondary effect of reduced traffic, roadway congestion, and parking requirements would be a decrease in auto emissions and concomitant improvement in air quality in what is already a severe non-attainment area for ozone, carbon monoxide, and particulate matter.

The LRT Project is expected to generate 2,535 new transit trips and 2,273 hours of user benefit (on an average weekday). It will improve air quality in a region currently designated as a severe non-attainment area for ozone and moderate non-attainment area for PM<sub>10</sub> under the federal Clean Air Act

Improved transit service (increased capacity and more reliable service) to Cosumnes River College would directly serve a community college, residential areas, the College Marketplace Development, and other commercial development. Improved service on the corridor could intercept trips on SR 99 at the Cosumnes River College. It would improve access to the State, County, and City office district and to adjoining retail and entertainment/convention districts in downtown Sacramento. Improved access is also an important precondition for shaping land uses and successfully focusing business development that leads to increased employment opportunities.

Evaluation of the project with respect to the project purpose and related needs above and the goals and objectives referenced below is included in Section 7.7, Evaluation of Alternatives. This project purpose is consistent with the goals and objectives described in the *South Sacramento Corridor AA/DEIS/DEIR*, published in September 1994, and with the *Sacramento Regional Transit Multi-Corridor Study* published in September 2001. The project conforms to stated policies of the City of Sacramento and the County of Sacramento. Both entities promote transit as a key feature for orderly and sustainable growth. The *Sacramento County General Plan* supports transit-oriented development based upon implementation of future light rail lines and transit stops. The South Sacramento Corridor Project and other elements of the Sacramento Regional Transit District's rail program are included in the *Sacramento County General Plan*, the Sacramento Area Council of Government's (SACOG's) *Metropolitan Transportation Plan*, and the California State Transportation Improvement Program.<sup>1</sup>

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<sup>1</sup> The *General Plan* was adopted by County Board Resolution No. 93-1577 on December 15, 1993; an update affecting several elements was begun in 2001 with a three-year schedule to completion. The most recent *Metropolitan Transportation Plan* (MTP) was adopted in July 2002. The MTP process identifies regional transportation improvement projects for the State Transportation Improvement Program (STIP), which is updated biannually.

## 1.2 NEED

The South Sacramento Corridor is located within one of the fastest-growing urban areas in the State of California and the nation. According to the U.S. Census, the Sacramento consolidated metropolitan statistical area population grew from 1.5 million to 1.8 million, a 21 percent increase between 1990 and 2000. The South Sacramento Corridor has been a primary focus of metropolitan growth and includes major development and redevelopment opportunities that are expected to attract a large share of future population and employment activity.

### 1.2.1 South Sacramento Corridor

Metropolitan Sacramento is divided by the Sacramento and American Rivers. The Sacramento River runs generally north-south and is the boundary between Sacramento County on the east and Yolo County on the west. The American River runs generally east-west and separates southern from northern Sacramento.

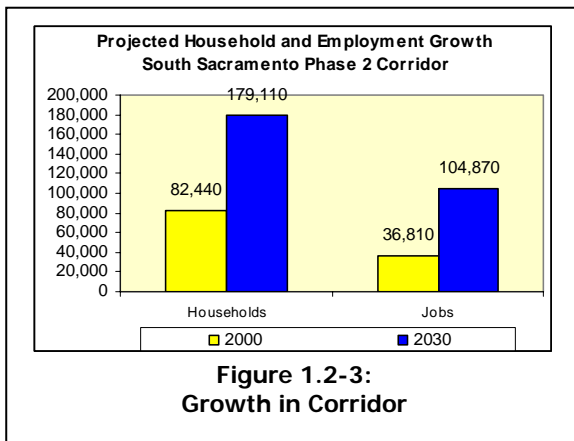
The "South Sacramento Corridor" is defined as the area east of the Sacramento River and south of the Downtown Sacramento within Sacramento County. The eastern boundary of the corridor is approximately Elk Grove-Florin Road and Watt Avenue, expanding to the Cosumnes River in the vicinity of Elk Grove, and the southern limit is roughly Kammerer Road. The corridor, shown in Figures 1.2-1 and 1.2-2, includes both incorporated and unincorporated areas. The City of Sacramento and the City of Elk Grove are the incorporated areas. Unincorporated communities include Fruitridge, Florin, and Laguna Creek.

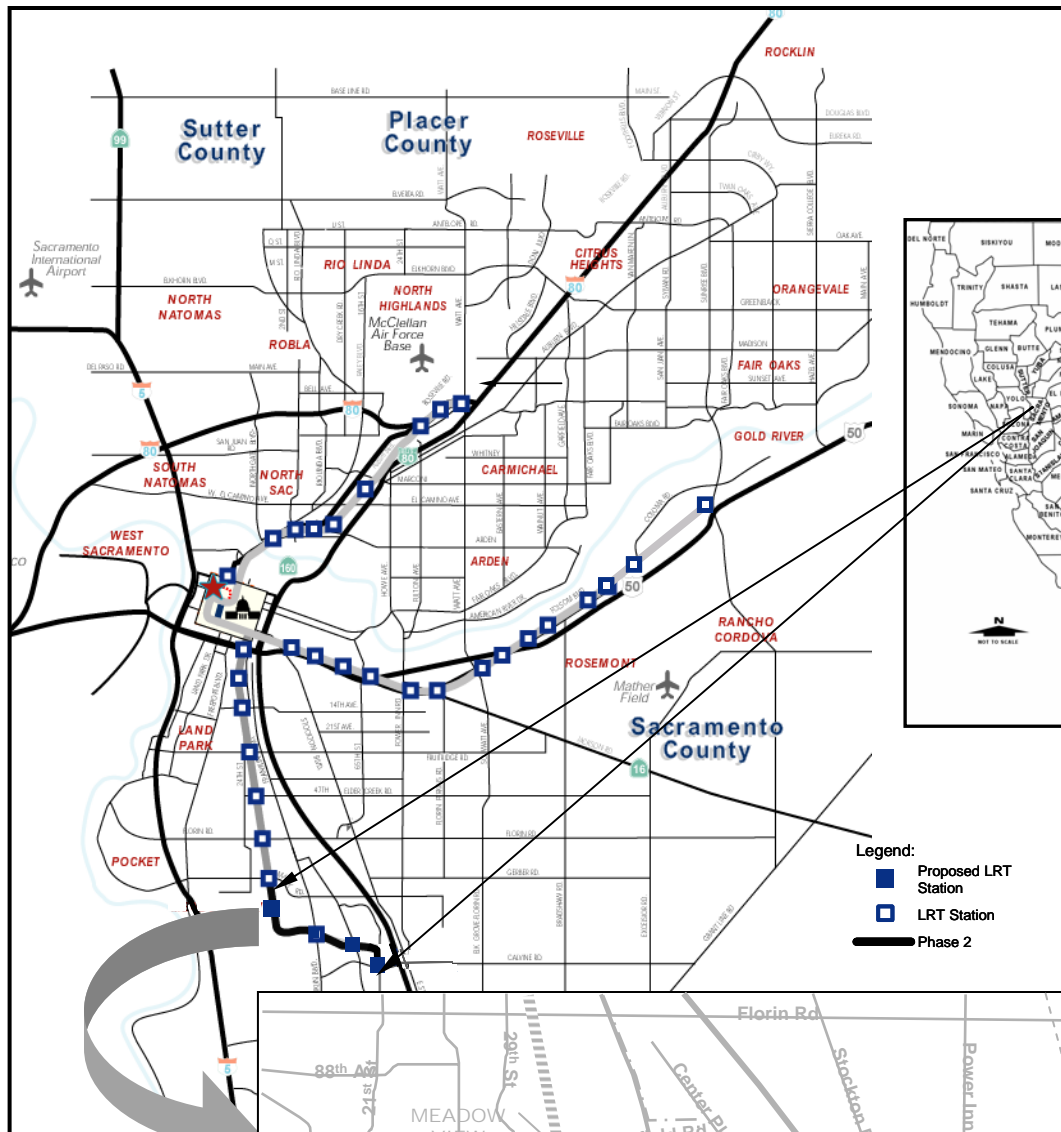
The South Sacramento Corridor is subdivided into two subareas for data tabulation purposes. The Phase 1 subarea lies north of Meadowview and Mack Roads, and corresponds to the South Sacramento Corridor Phase 1 light rail extension (open for revenue service in 2003). The Phase 2 subarea lies south of Meadowview and Mack Roads, and constitutes the area most directly served by the alternatives under consideration in this document.

### 1.2.2 Current and Future Population and Employment

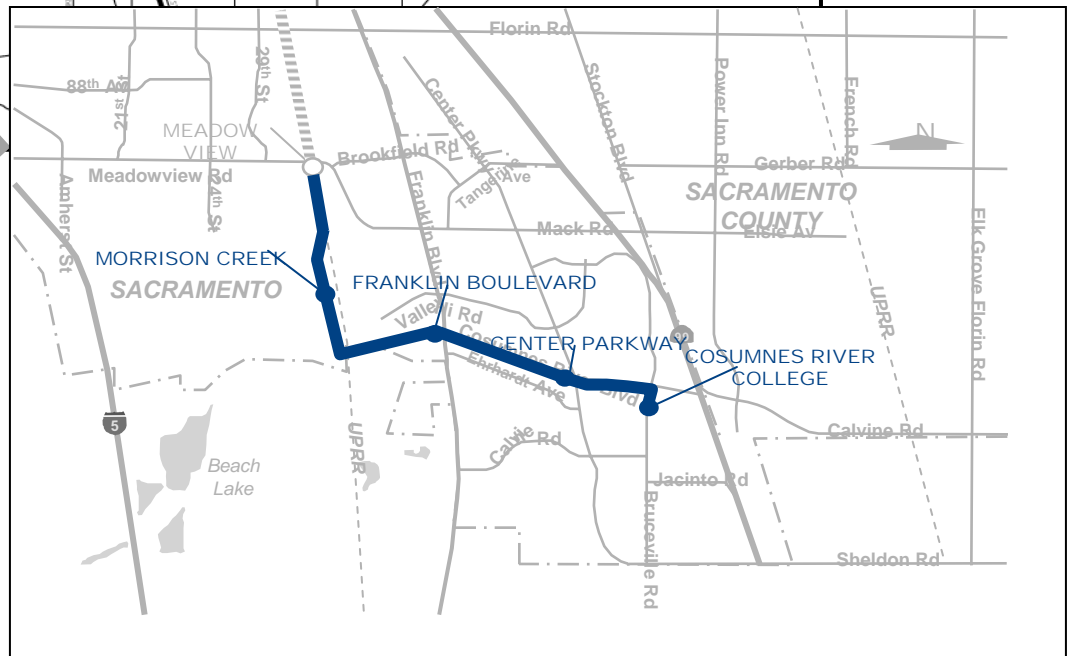
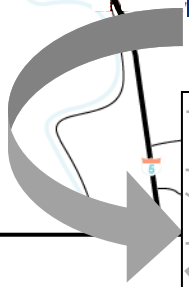
The South Sacramento Phase 2 Corridor is the fastest growing portion of Sacramento County. Elk Grove, at the south end of the corridor, is the fastest growing community in California, and the Sacramento Region is the third fastest growing region in the state. As shown in Figure 1.2-3, total households in the Phase 2 Corridor are projected to more than double from 82,400 in Year 2000 to 179,100 by 2030. Employment is projected to grow even faster, increasing from 36,800 in Year 2000 to over 104,800 by Year 2030.

In addition, employment in Downtown Sacramento – a primary destination for Phase 2 Corridor residents – is expected to increase by 55 percent (over 30,000 jobs) between 2000 and 2030, with 289,000 new person trips to Downtown added over this period.



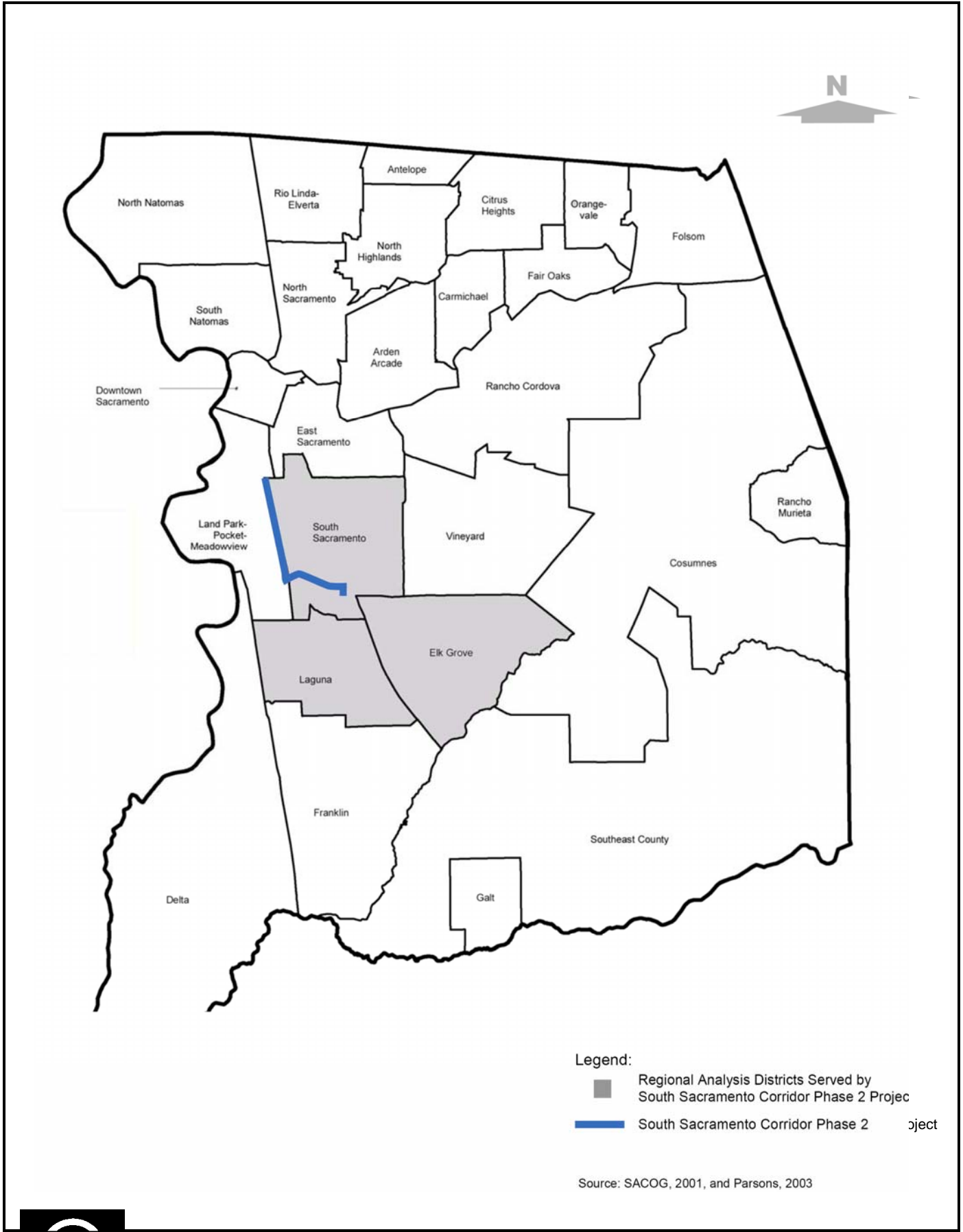


- Legend:
- Proposed LRT Station
  - LRT Station
  - Phase 2



South Sacramento Corridor  
Phase 2 Project

**SOUTH SACRAMENTO CORRIDOR  
Figure 1.2-1**



Legend:  
 ■ Regional Analysis Districts Served by South Sacramento Corridor Phase 2 Project  
 — South Sacramento Corridor Phase 2 Project

Source: SACOG, 2001, and Parsons, 2003



South Sacramento Corridor Phase 2 Project

**SACRAMENTO COUNTY REGIONAL ANALYSIS DISTRICTS**  
**Figure 1.2-2**

Table 1.2-1 summarizes population and employment trends in the South Sacramento Corridor and in the rest of the Sacramento region. All demographic data in this table were prepared by the Sacramento Area Council of Governments, and were used by SACOG for preparation of the 2002 Metropolitan Transportation Plan.

<b>Table 1.2-1: Current and Future Households and Employment</b>						
<b>Geographic Area</b>	<b>2000</b>	<b>% of Total</b>	<b>2025</b>	<b>% of Total</b>	<b>Growth</b>	<b>% Growth</b>
<b>Households</b>						
South Sacramento Corridor						
Phase 1 Area	58,710	9.0%	62,750	6.5%	4,040	6.9%
Phase 2 Area	<u>82,440</u>	<u>12.7%</u>	<u>152,440</u>	<u>15.8%</u>	<u>70,000</u>	<u>84.9%</u>
Total Corridor	141,150	21.7%	215,190	22.3%	74,040	52.5%
Downtown Area						
CBD Core	3,470	0.5%	4,180	0.4%	710	20.5%
Rest of Downtown	<u>13,630</u>	<u>2.1%</u>	<u>16,510</u>	<u>1.7%</u>	<u>2,880</u>	<u>21.1%</u>
Downtown Total	17,100	2.6%	20,690	2.1%	3,590	21.0%
Rest of Region	<u>493,320</u>	<u>75.7%</u>	<u>727,600</u>	<u>75.5%</u>	<u>234,280</u>	<u>47.5%</u>
<b>Total Region</b>	<b>651,570</b>	<b>100.0%</b>	<b>963,480</b>	<b>100.0%</b>	<b>311,910</b>	<b>47.9%</b>
<b>Employment</b>						
South Sacramento Corridor						
Phase 1 Area	45,810	5.7%	51,660	4.0%	5,850	12.8%
Phase 2 Area	<u>36,820</u>	<u>4.6%</u>	<u>90,170</u>	<u>7.1%</u>	<u>53,350</u>	<u>144.9%</u>
Total Corridor	82,630	10.3%	141,830	11.1%	59,200	71.6%
Downtown Area						
CBD Core	55,010	6.9%	84,600	6.6%	29,590	53.8%
Rest of Downtown	<u>35,740</u>	<u>4.5%</u>	<u>47,470</u>	<u>3.7%</u>	<u>11,730</u>	<u>32.8%</u>
Downtown Total	90,750	11.3%	132,070	10.3%	41,320	45.5%
Rest of Region	<u>629,050</u>	<u>78.4%</u>	<u>1,003,870</u>	<u>78.6%</u>	<u>374,820</u>	<u>59.6%</u>
<b>Total Region</b>	<b>802,430</b>	<b>100.0%</b>	<b>1,277,770</b>	<b>100.0%</b>	<b>475,340</b>	<b>59.2%</b>
Source: SACOG, data used for preparation of the 2002 Metropolitan Transportation Plan.						

The Phase 1 subarea of the South Sacramento Corridor is essentially built out, and is projected to experience only modest residential and employment growth. Households in the Phase 1 subarea are projected to increase by 4,040 between Year 2000 and Year 2025, and increase of about 6.9 percent. Employment in the same area is expected to increase by about 5,850, or 12.8 percent, over the same time period.

The Phase 2 subarea is expected to experience a more substantial residential and employment growth. Households are projected to increase from 82,440 in Year 2000 to 152,440 in Year 2025, and increase of about 85 percent. Employment is projected to increase from 36,820 to 90,170, and increase of 53,350 or 145 percent, over the same time period.

### 1.2.3 Current and Future Travel Demand

Person trip demand in the LPAP2 subarea is expected to grow by approximately 86 percent between 2000 and 2025 as shown in Table 1.2-2. Trips that have at least one trip end in the subarea are

expected to total 1.57 million per day by 2025. Over 60 percent of these will be totally within the subarea. Of the rest, the majority will have the other end in the South Sacramento Corridor Phase 1 subarea, or U.S. 50 corridor. The existing highway and transit systems will not be able to accommodate this growth in travel demand without significant improvements.

<b>Table 1.2-2: Person Trip Demand in South Sacramento Corridor</b>				
<b>SSCP2 Trips to/from...</b>	<b>HBW</b>	<b>All Other</b>	<b>Total</b>	<b>% of Total</b>
<b>Year 2000</b>				
LPAP2 Area	33,679	445,639	479,318	56.5%
Downtown Sac.	20,325	17,914	38,239	4.5%
SSCP1 Area	18,409	116,812	135,221	15.9%
Watt I-80	9,917	15,864	25,781	3.0%
Folsom/US-50	31,635	61,068	92,703	10.9%
<u>All Other Corridors</u>	<u>28,112</u>	<u>48,407</u>	<u>76,519</u>	<u>9.0%</u>
<b>Total</b>	<b>142,077</b>	<b>705,704</b>	<b>847,781</b>	<b>100.0%</b>
<b>Year 2025</b>				
LPAP2 Area	83,747	943,344	1,027,091	65.3%
Downtown Sac.	31,983	24,241	56,224	3.6%
SSCP1 Area	22,191	149,633	171,824	10.9%
Watt I-80	10,958	19,256	30,214	1.9%
Folsom/US-50	47,992	111,800	159,792	10.2%
<u>All Other Corridors</u>	<u>46,883</u>	<u>81,340</u>	<u>128,223</u>	<u>8.1%</u>
<b>Total</b>	<b>243,754</b>	<b>1,329,614</b>	<b>1,573,368</b>	<b>100.0%</b>
<b>Percent Increase</b>				
LPAP2 Area	148.7%	111.7%	114.3%	
Downtown Sac.	57.4%	35.3%	47.0%	
SSCP1 Area	20.5%	28.1%	27.1%	
Watt I-80	10.5%	21.4%	17.2%	
Folsom/US-50	51.7%	83.1%	72.4%	
<u>All Other Corridors</u>	<u>66.8%</u>	<u>68.0%</u>	<u>67.6%</u>	
<b>Total</b>	<b>71.6%</b>	<b>88.4%</b>	<b>85.6%</b>	
Source: DKS Associates, 2005				

Travel forecasts show that nearly three-quarters of all travel time benefits generated by the LPAP2 LRT Extension project are attributable to commuters destined for downtown Sacramento, with LRT providing service on a dedicated right-of-way that is competitive with express bus travel times on congested highway facilities for such trips.

### 1.2.3.1 FREEWAY AND ARTERIAL TRAFFIC

Freeways will be required to handle most of the corridor’s travel growth and the region has committed to a series of freeway improvements (see Section 2.2.3). Four major freeways serve South Sacramento. North-south facilities include I-5 and SR 99, both providing access to the south and west sides of downtown Sacramento. East-west facilities include Business 80 and US 50. Business 80 runs along the south side of downtown Sacramento and is coincident with SR 99 and US 50 until these facilities diverge approximately one mile east of the downtown. Business 80 turns north, SR 99 turns south, and US 50 continues to the east.



Because they run north-south through the entire length of the corridor, I-5 and SR 99 are the critical freeway links in the South Sacramento roadway network and the most affected by corridor growth. I-5 is currently a 10-lane facility north of Business 80, six lanes south to Laguna Boulevard, then four lanes to the County line. Existing average daily traffic south of Meadowview Road is 75,000 vehicles per day (See Table 1.2-3).

Table 1.2-3: LPAP2 Project Current and Projected Traffic Congestion on I-5 and SR 99 No-Action Alternative							
Location	Year 2000			Year 2025			Increase
	Count ADT	Lanes Mixed Flow (HOV)	LOS/V/C	Projected ADT	Lanes Mixed Flow (HOV)	LOS/V/C	Percent Growth
<b>SR 99</b>							
Mack to Florin	163,000	4(2)	F 1.69	203,400	4(2)	F 1.91	25%
Calvine to Mack	116,000	4(2)	F 1.20	155,700	4(2)	F 1.46	34%
Sheldon to Calvine	96,000	4(2)	F 1.00	116,900	4(2)	F 1.13	22%
Laguna to Sheldon	98,000	4(2)	F 1.02	125,000	4(2)	F 1.20	28%
<b>I-5</b>							
Meadowview to Florin	90,000	6(0)	D 0.75	145,900	6(2)	F 1.01	62%
Laguna to Meadowview	75,000	6(0)	C 0.63	132,400	6(0)	F 1.10	77%
Source: DKS Associates, November 2002.							

Traffic volumes are projected to increase substantially throughout the length of I-5 as the area grows. By 2025, average daily traffic will be on the order of 132,000 vehicles south of Meadowview Road, a 77 percent increase. The rapid growth in traffic expected between Meadowview Road and Laguna Boulevard is a direct reflection of the considerable residential and employment growth projected for the area and southern Sacramento County in general.

SR 99 will experience similar patterns of traffic growth by 2025. This facility is six lanes between Florin Road and Elk Grove Boulevard, including two high occupancy vehicle (HOV) lanes, one in each direction. Access to this freeway within the corridor area is primarily via interchanges at Mack Road and Cosumnes River Boulevard/Calvine Road. The average daily traffic volume on SR 99 south of Cosumnes River Boulevard/Calvine Road is about 116,000 vehicles per day. SR 99 traffic is projected to reach 155,700 vehicles daily south of Cosumnes River Boulevard/Calvine Road in 2025, a 34 percent increase.

The projected growth in traffic will produce a steady deterioration in conditions in coming years. I-5 is currently below capacity between Meadowview and Laguna, but severe congestion is projected for 2025 operations south of Meadowview. SR 99 is currently over capacity. During the 1990s, SR 99 was widened to accommodate High Occupancy Vehicle (HOV) lanes from Elk Grove Boulevard north to the Sacramento Central City. However, no additional improvements are planned for this section of SR 99 by 2025. The projected increase in volumes will cause traffic congestion on SR 99 to expand to more hours of the day and extend southward to Elk Grove. By 2025, SR 99 will suffer severe congestion during peak periods over the length of the corridor. Projected demand volume-to-

capacity will exceed 1.0 (indicating more demand for travel than the roadway can physically accommodate) for all segments of I-5 and SR 99 in the study area. Freeway level of service (LOS) will be “F,” reflecting low speeds and frequent delays due to queuing. This freeway congestion will cause traffic diversions to numerous parallel arterial roadways in the corridor and thereby add to the anticipated congestion levels along those roadways.

Major arterials serving South Sacramento will also experience increasing congestion as the area continues to develop. The widening of Bruceville Road and Cosumnes River Boulevard and other future roadway improvements will help accommodate projected growth although levels of service at some intersections will degrade to LOS D or E conditions even with the planned improvements.

**1.2.3.2 PUBLIC TRANSIT SERVICES**

RT proposes to improve its transit services substantially in South Sacramento and elsewhere. The South Line LRT Phase 1 was opened for service in September 2003. Table 1.2-4 shows current and projected future transit trips in the corridor. Transit boardings are expected to more than triple between 2000 and 2030, while linked transit trips are expected to grow by 130 percent.

<b>Table 1.2-4: Transit Riders per Day in South Sacramento Corridor No-Action Alternative</b>		
<b>All Transit Trips</b>	<b>2000</b>	<b>Projected 2030</b>
Boardings	14,300	45,700
Linked Transit Trips	11,000	25,300
Source: DKS Associates, May 2004. Note: Data shown is for No-Action Alternative, for more information see Tables 3.2-6 and 3.2-7.		

Express bus demand from Elk Grove to downtown Sacramento is currently running over capacity. Review of April and May, 2002 ridership data for RT express lines 52, 59, and 60 indicated that lines 52 and 60 are running over their seated capacity per trip while line 59 is running at 80 percent of seated capacity. The overloading of express buses is likely to increase due to the ongoing rapid growth in the area fueling increased commuting to downtown Sacramento jobs

Given the expected highway congestion, these trip data emphasize the need for efficient transit service. The LPAP2 LRT Alternative's superior system continuity and operation on a separate guideway rather than on congested streets and freeways provide travel time savings over the bus-based TSM Alternative. Compared to the TSM Alternative, the LPAP2 provides transit travel time savings of 3 to 27 percent for trips to Downtown Sacramento from areas in the LPAP2 Corridor. System-wide travel time savings (calculated using FTA's SUMMIT software) show that the total travel time savings for the LPAP2, relative to a TSM Alternative, are 2,273 hours per weekday, or 668,262 hours per year.

Ninety-five percent of the time savings accrue to trips beginning in the LPAP2 Corridor. For trip destinations, 74 percent of the time savings accrue to trips ending in Downtown Sacramento; nine percent to trips ending in the LPAP2 Corridor; 10 percent to trips ending in the Phase 1 Corridor; and 6 percent to trips ending in the Folsom/ US 50 Corridor.

The biggest obstacle to realizing projected transit ridership is likely to be the problems faced by buses operating in mixed-flow traffic on congested roadways. Bus travel times will increase (and likely discourage transit use) unless buses can operate apart from the mixed-flow traffic stream. Access to HOV lanes may allow faster travel, but congested arterials feeding the major HOV facilities (e.g., SR 99) and within downtown Sacramento will continue to affect speeds adversely. Travel time studies have shown that bus transit trips between major activity centers in the South Sacramento Corridor would typically be five to 30 minutes longer than transit trips using exclusive right-of-way, such as the proposed LPAP2.

### **1.2.4 Air Quality**

Increasing congestion and slowing travel times for both auto and transit threaten to worsen air quality in the region. Metropolitan Sacramento currently has the tenth worst air quality in the United States and is an Environmental Protection Agency designated non-attainment area for ozone. Automobiles are responsible for 70 percent of this air pollution.

The nearest monitoring station that monitors air pollution within the LPAP2 Corridor is located in downtown Sacramento. Recent trends, as monitored at this station, are summarized in Table 1.2-5. Based on monitoring data collected in downtown Sacramento for the period 1997-2003, the corridor has exceeded the State one-hour standard for ozone every year except one (1997); the federal standard was exceeded only in 1998. The corridor did not exceed the State eight-hour standard for carbon monoxide in any year during this period. The State 24-hour standard for particulate matter was exceeded in every year. An aggressive program to reduce pollution from mobile sources is in place, a major component of which is increased reliance on high occupancy transit modes.

The Sacramento Metropolitan Air Quality Management District's adopted *Air Quality Attainment Plan* and Sacramento County's *General Plan* both include the development of light rail and increased use of alternative-fuel vehicles as major clean air policy objectives. The LPAP2 Project would directly address these objectives.

### **1.2.5 Other Needs**

Transit improvements by themselves will not make a major impact on congestion and air quality unless combined with other efforts to change travel behavior. Some important steps, particularly germane to South Sacramento, that would enhance transit use and help meet the transportation needs of the corridor include:

- Better coordination of transportation services, especially improved system connectivity; and
- Land use planning supportive of transit use.

The LPAP2 Project facilitates both steps.

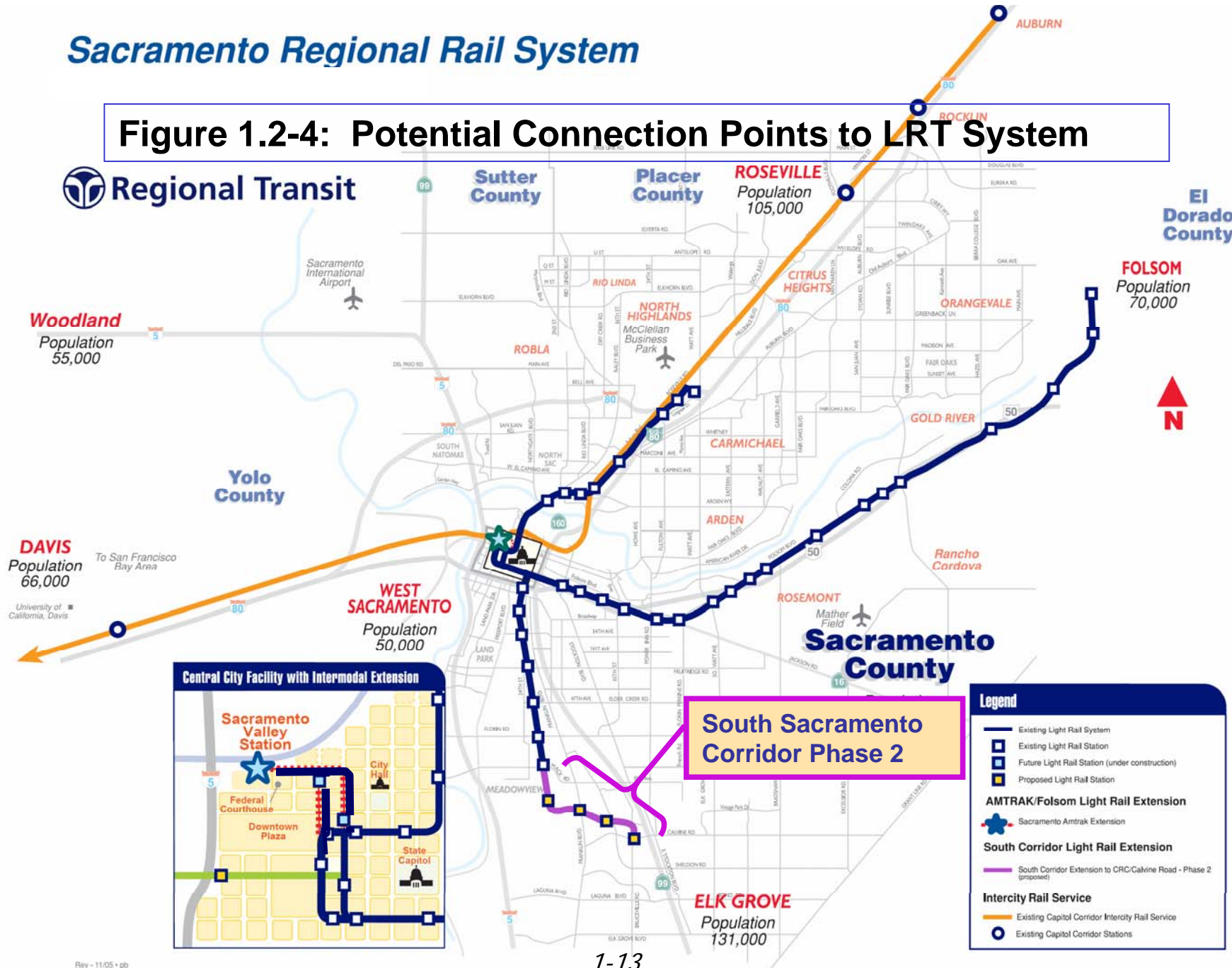
<b>Table 1.2-5: Air Quality Trends in Sacramento Area, 1997-2003</b>									
<b>Pollutant</b>	<b>Standards</b>		<b>Monitoring Data by Year</b>						
	<b>Federal</b>	<b>State</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
<b>Ozone (O<sup>3</sup>)</b>									
Highest 1-Hr. Avg., ppm	0.12	0.09	0.09	<b>0.14</b>	<b>0.12</b>	<b>0.1</b>	<b>0.12</b>	<b>0.11</b>	<b>0.11</b>
Daily Exceedences of State Standard			0	8	6	3	2	6	4
Daily Exceedences of National Standard			0	1	0	0	0	0	0
<b>Carbon Monoxide (CO)</b>									
Highest 1-Hr. Avg., ppm	35	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Daily Exceedences of State Standard									
Highest 8-Hr. Avg., ppm	9	9	5.96	7.1	5.73	4.43	4.41	4.31	3.4
Daily Exceedences of State Standard			0	0	0	0	0	0	0
<b>Particulate Matter (PM<sub>10</sub>)</b>									
Highest 24-Hr. Avg., ug/m <sup>3</sup>	150	50	<b>108</b>	<b>82</b>	<b>105</b>	<b>69</b>	<b>96</b>	<b>81</b>	<b>66</b>
Daily Exceedences of State Standard			<b>10.2</b>	<b>17.6</b>	<b>48.9</b>	<b>24.6</b>	N/A	<b>18.4</b>	<b>6.1</b>
Annual Geometric Mean, ug/m <sup>3</sup>	N/A	N/A	<b>23.5</b>	<b>23.3</b>	<b>29.7</b>	<b>25.9</b>	N/A	<b>27.6</b>	<b>23.3</b>
<b>Notes:</b>									
Data from Air Resources Board's monitoring station at 1309 "T" Street, Sacramento.									
PPM = parts per million									
Values in bold italics indicate exceedences of state standard for pollutant.									
Ug/m <sup>3</sup> = micrograms per cubic meter.									
N/A indicates not applicable or not available.									
Source: California Air Resources Board, Air Quality Data Summaries, 1997-2001.									

### 1.2.5.1 CONNECTIVITY

The LPAP2 Project would extend light rail service through areas with the highest existing and projected 2022 transit ridership in the region. South Sacramento residents would be connected directly with the present LRT network and its extensions to Folsom and the downtown Sacramento Intermodal Terminal. The Intermodal Terminal identified in the MTP will eventually offer connections to Amtrak, intercity rail and buses, commuter bus services, local bus service, paratransit service, and private shuttles and charters. Ultimately, the Sacramento rail system would provide critical linkages to the major employment and residential centers within three counties. Future extensions of the LRT network under consideration include service to Sacramento International Airport and the neighboring cities of Davis and Roseville. Davis includes the University of California at Davis campus, and Folsom and Roseville are growing communities, with major high technology employers. Figure 1.2-4 illustrates these potential connection points to the existing LRT. Good connectivity to mainline transit services is important for maintaining and expanding transit ridership. Without convenient network access, ridership in South Sacramento would be adversely affected by increased travel time requirements.

# Sacramento Regional Rail System

Figure 1.2-4: Potential Connection Points to LRT System



**Central City Facility with Intermodal Extension**

Sacramento Valley Station  
Federal Courthouse  
Downtown Plaza  
City Hall  
State Capitol

**South Sacramento Corridor Phase 2**

### **1.2.5.2 LAND USE PLANNING**

Within the South Sacramento Corridor, considerable land is available for both residential and commercial/industrial development. Opportunities exist for infill development that would relieve pressure for the conversion of agricultural land and open space. For example, redevelopment is proposed for part of the UPRR yard adjacent to Sacramento City College and the SPRR yard on the north side of downtown Sacramento. Economic development/revitalization opportunities are under study along roadway corridors served by the proposed South Sacramento Corridor Project, e.g., along Broadway Avenue, Franklin Boulevard, Meadowview Road, and Stockton Boulevard. Transit is a tool to help shape urban development patterns, and fixed-guideway services offer more potential than bus-only services to influence future land uses.

Sacramento RT, working with local land use planners and local jurisdictions, has developed an aggressive Transit for Livable Communities (TLC) program. The TLC program is designed to encourage mixed use transit oriented development around new light rail stations and to encourage infill around existing stations.

The LPAP2 Project will support coordinated transportation and land use planning. The Project includes construction of a light rail station designed to serve proposed transit oriented development near the Morrison Creek Station. The Morrison Creek Station would be easily accessible by foot or bike and be designed to encourage transit use by residents of the new neighborhood. Other stations on the extension will also include convenient pedestrian access to further reduce vehicle trips and increase transit's attractiveness. RT planners have worked closely with land use planners from the City of Sacramento and property owners near the proposed LRT stations (Stone-Boswell near the Morrison Creek Station and College Square near the CRC Station) to pursue and promote transit oriented development in these LPAP2 station areas.

The City of Sacramento is currently developing their 2025 *General Plan Update* and a comprehensive community plan update for the areas currently covered by the *Airport-Meadowview* and the western part of the *South Sacramento Community Plans*. Issues being addressed include land use changes to promote transit-oriented development around light rail stations along the South Sacramento Corridor light rail extensions, a review of existing and proposed land uses to implement smart growth policies, and land use and transportation issues for undeveloped areas in the south part of the City. Other local and development plans and policies for the study area are described in Section 4.10.2.