Figure 2.4-27: Visual Simulation of Cosumnes River College Light Rail Station

Part of the work effort to identify suitable locations for the traction power substations was to perform a provisional traction power simulation. The simulation used the existing Siemens cars as models and ran the system at 7 ½ minute headways with each of the proposed substations taken out of service in turn. The program was run using the cars loaded to AW2 level and maximum simultaneous acceleration of two trains. The program measured the voltage drop and rail potential rise at all points of the route. The results showed that the power system would operate satisfactorily and safely under all contingency conditions.

2.4.7 Right-of-Way Requirements

Figures 2.4-3 to 2.4-19 show the proposed right-of-way lines for the South Sacramento Corridor Phase 2 LRT Extension and facilities. Property within those lines would be acquired for the LRT facilities. Additional right-of-way would also be required for station park-and-ride lots, and there would be need for added strips of right-of-way or property easements in limited areas. Displacements are discussed in Section 4.13.3, Property Acquisition and Relocation. Right-of-way requirements will be further defined during the preliminary engineering and final design phases of the project.

2.5 FLEET AND MAINTENANCE FACILITY REQUIREMENTS

RT completed a *Fleet Management Plan (2004)* that evaluates RT's future requirements for LRT and bus fleet sizes and associated maintenance facilities. Table 2.5-1 shows the anticipated fleet requirements as shown in the *Fleet Management Plan,* along with anticipated fleet and maintenance facility requirements for each of the alternatives.

Table 2.5-1: Vehicle Maintenance Facilities and Requirements

	Buses	**Light Rail Vehicles**
Current Maintenance Facility (2005)	29th & N Streets	Academy Way
Current Capacity	**275**	**97**
Planned Future Facilities		
Location	McClellan Business Park (Maintenance)	13th Street (LRT storage) + Folsom Blvd Satellite Facility
LRT Running Repair Facility		On DNA Line
Total Capacity Available (*2030*)	**475 -525**	**137**
No Action Alternative (*2030*)		
Additional Vehicles Needed for No-Action Alternative	89 [a]	12 [b]
System Requirements for No-Action Alternative	364 [a]	109 [b]
TSM (*2030*)		
Additional Vehicles Needed for TSM	21	0
System Requirements for TSM	385 [a]	109 [b]
LPAP2		
Additional Vehicles Needed for Vehicles LPAP2	0	4 [c]
System Requirements for LPAP2 (*2030*)	364 [a]	113 [d]

Notes:
[a] Excluding shuttle buses and spares.
[b] Vehicles in service for Amtrak/Folsom and DNA, excluding spares, *RT Financial cost model, 2005.*
[c] Additional vehicles to be acquired as part of for DNA project.
[d] Vehicles in service for Amtrak/Folsom, DNA, and S. Sacramento Phase 2, excluding spares, *RT Financial cost model, 2005.*

Sources: (1) Fleet Management Plan, 2003-2013, Sacramento Regional Transit District, May 2004, (2) RT Financial Operating Model, 2005, and (3) Transportation Model Outputs, DKS, 2005.

As shown, an additional 21 buses (excluding shuttle buses) systemwide would be needed for the TSM Alternative. No additional LRT vehicles or maintenance facility capacity expansion is included or necessary for either the TSM or LPAP2 Alternatives.

2.6 CAPITAL COST SUMMARY

This section presents a summary of capital costs estimated for the TSM and LPAP2 alternatives. Cost estimates were based on the latest local unit cost information available for the types of construction and procurement items. They can be compared with the capital costs for the rest of the MTP, which total $11.3 billion in constant 2002 dollars excluding the cost of the LPAP2 and Phase 3. Of that amount, $2.4 billion would go to transit improvements, $2.5 billion to state highway improvements, $4.5 billion to local street and road improvements, and the remainder to other transportation modes and related programs.

2.6.1 TSM Alternative Capital Costs

Table 2.6-1 presents capital cost estimates for the principal components of the TSM Alternative: new bus vehicles and the construction of a new park-and-ride lot and bus terminal at CRC. These costs include contingencies, engineering, and reserve. Escalation to year of expenditure is shown separately. Total capital costs, escalated to year of expenditure, are estimated to be $*53,067,000*.

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

BASE YEAR 2006 $	$ X000
Buses (21 buses)	*$17,547*
Park-and-Ride and Related Facilities	*$17,149*
Systems	*$2,020*
Right-of-Way	*$13,066*
Subtotal (*2007* $'s)	*$49,782*
Escalation to Year of Expenditure (*2009*)	*$3,285*
Total Cost Year of Expenditure (FY *2009* $)	***$53,067***

Source: Sacramento Regional Transit District and Parsons, 2006.

2.6.2 LPAP2 Capital Costs

Table 2.6-2 presents capital costs for the principal components of the Base Case LPAP2 extension to CRC. Total base case costs, escalated to the year of expenditure, are estimated to be $*270,000,000*, which is *$216,933,000* more than the estimated TSM Alternative costs. RT has acquired additional LRT vehicles to operate on the LPAP2. The base case does not include costs for optional design options such as the roadway grade separations. These optional costs are listed in Table 2.6-3 and are additive to the base escalated costs given in Table 2.6-2.

Table 2.6-2: LPAP2 Capital Cost Estimate by Cost Category	
Element	**Cost Estimate (Year of Expenditure dollars)**
Guideway and Track Elements	*$43,974,000*
Stations, Stops, Terminals, Intermodal	*$44,886,000*
Support Facilities: Yards, Shops, Administration	$0
Sitework & Special Conditions	*$61,822,000*
Systems	*$30,044,000*
ROW, Land, Existing Improvements	*$14,929,000*
Vehicles	$0
Professional Services	*$42,094,000*
Unallocated Contingency	*$32,171,000*
Finance Charges	$0
Total Project Cost	***$269,920,000***
Source: RT Financial Forecasting Model, *September 2007*.	
Notes: Construction costs include *15% to 30% contingencies*. ROW costs include 25% contingency.	

Additional vehicles will not be acquired as part of the LPAP2 Project. Vehicle maintenance for LRT vehicles would occur at RT's central maintenance facility at Academy Way. A new maintenance facility will not be required for the LPAP2 Project.

Table 2.6-3: Capital Cost Summary – Incremental Increase in Costs for LPAP2 Design Options Above the Base Case Costs	
Cost Adjustments for Design Options	***Year of Expenditure $***
Meadowview Road Grade Separation	
LRT Flyover, or	$11,767,000
Meadowview Underpass	$12,087,000
Franklin Boulevard Flyover	$4,087,000
CRB Pedestrian Overcrossing at Center Parkway Station	$7,266,000
CRB Flyover	$6,393,000
Satellite Shuttle Park-and-ride Lot at Calvine/Auberry	$2,246,000
CRC Station North Lot Parking Garage Alternative	$18,379,000
Note: Costs escalated to year of expenditure, assumed as median year of 2009. Source: Sacramento Regional Transit District and Parsons, 2005.	

2.7 OPERATING AND MAINTENANCE COST SUMMARY

2.7.1 RT's Current Operating and Maintenance Costs

For Fiscal Year *2007*, the budgeted *systemwide* bus and rail operating and maintenance costs were $*134.8* million *(in 2007 $s)*.

2.7.2 Operating and Maintenance Costs of the TSM Alternative

Operating and maintenance costs for the TSM Alternative are based upon the service and fleet assumptions contained in RT's operating cost model. Fleet requirements are described in Section 2.5. In 2030, to maintain the proposed level of light rail and bus service, RT's annual LRT vehicle revenue miles of service would total *6.582* million and revenue train hours of service would total *0.149* million. RT's annual bus miles and hours operated would total 15.597 and 1.216 million, respectively. Year 2030 annual operating costs for RT are projected to be approximately $*276.3* million (FY *2007*$).

2.7.3 Operating and Maintenance Costs of the LPAP2

Operating and maintenance costs for the LPAP2 are based upon the service and fleet assumptions described in Section 2.4. Table 2.7-1 lists RT's projected 2030 LRT and bus vehicle revenue hours and miles of service, which correspond to annual operating and maintenance costs of $*275.2* million (FY *2007*$). The LPAP2 operating costs are expected to be approximately $*1.03* million lower than the costs for the TSM Alternative (FY *2007*$).

Table 2.7-1: 2030 Annual Operating Statistics for LPAP2

Alternative	2030 Annual Vehicle Revenue Hours		2030 Annual Vehicle Revenue Miles	
	Bus	LRT	Bus	LRT
LPAP2	1,170,000	*157,209*	14,864,000	*7,148,000*

Source: RT Financial Forecasting Model, *September 2007*.

2.8 ALTERNATIVES CONSIDERED AND WITHDRAWN FROM FURTHER CONSIDERATION

This section outlines alternatives considered in the project planning process and subsequently withdrawn from further consideration. The LPAP2 Project was first evaluated in an Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) prepared by Sacramento Regional Transit in 1994. This document evaluated seven investment alternatives for the South Sacramento Corridor and included a comprehensive public involvement process designed to help inform the selection of a locally preferred alternative (LPA). On May 8, 1995, the RT Board of Directors certified the Final EIR and selected the "LRT-Low/Union Pacific Railroad (UPRR) alignment" as the LPA, withdrawing the other six alternatives from further consideration (RT Board Resolution 95-05-2356, included as Appendix F). These six alternatives and the public involvement in the selection process are described in detail in the AA/DEIS/DEIR.

The LPA selection established the preferred mode and alignment for transit improvements in the South Sacramento Corridor, but left open a variety of specific design options. These design options were evaluated as part of the planning process to develop an alignment that fit the basic project features while

accommodating other existing and planned developments and attempting to avoid impacts to natural resources, utilities, and other area land uses. The following discussion of alternatives considered and withdrawn focuses on these design options within each LRT alignment segment. The public involvement process for withdrawal of these design options consisted of input at RT Board meetings where the South Sacramento Corridor Phase 2 project was discussed. One key meeting took place on April 12, 2004, when the RT Board eliminated several design options based on the results of a public issues paper and associated public comments.

2.8.1 Meadowview Road to Union House Creek

The alignment selected for this segment runs south from the Meadowview Road station straddling the SMUD high voltage poles to Morrison Creek where it turns slightly east and south again to the Morrison Creek Station. From there the alignment runs south and turns east on a flyover over Morrison Creek and the UPRR tracks.

Four design options were considered for this segment in addition to the one selected. The first followed the selected alignment to Morrison Creek but then continued directly south across the creek to the UPRR flyover. It was rejected in order to add the Morrison Creek Station.

The second alignment (essentially the same as that presented in the 1994 AA/DEIS/DEIR) would have required relocating the SMUD high voltage power poles, a 20-inch high pressure gas line, and the UPRR tracks. It was rejected due to the high cost of relocating these major infrastructure items and because it had greater noise, vibration, and visual impacts on neighboring residences than the other alternatives.

The third option would have been the same as the selected option to the north of Morrison Creek, but then it would have crossed Morrison Creek, continued south, turned west, crossed Morrison Creek again, and turned south to the flyover. This option was intended to allow higher speed operation over the UPRR flyover since the flyover would follow a gentler curve. It was rejected because it required three bridges over Morrison Creek, required breeching the Morrison Creek levees at each bridge, and required significant acquisition of right-of-way.

The fourth option would have been similar to the selected option up to Morrison Creek, but the alignment would have crossed the bend in the creek levee on a bridge and run south, closer to the toe of the levee. This option was eliminated in response to comments from flood control agencies.

2.8.2 Bufferlands Corridor (UPRR Corridor to Franklin Boulevard)

Five design options were considered for the LRT alignment segment leaving the UPRR corridor and heading eastward across the SCRSD Bufferlands to Franklin Boulevard. Numerous options were developed because of the need to avoid development that would be inconsistent with SCRSD policies, to coordinate with the alignment of the planned CRB extension (by others), and to accommodate constructability and maintenance access for a new future sewer interceptor to be located in the strip of land between the City of Sacramento detention pond and Union House Creek.

The selected option would place the LRT alignment on the north side of CRB. It would follow the south berm of the SCRSD detention basin and swing around the Franklin Station parking lot (see Figure 2.4-*9*).

Four options were withdrawn from further consideration on this segment. The first alignment would have been similar to the selected alignment but it would have run along the northern berm of the SCRSD detention basin. This option was rejected because it would have had greater noise and vibration impacts on the residences north of the detention basin in the Deer Creek subdivision.

The second design option would have followed the selected option but the LRT alignment would have followed CRB rather than swinging around the Franklin Station parking lot. This option was rejected because it would have required vehicles to cross the LRT tracks at-grade to enter the parking lot.

The third design option would have required locating the Franklin Station platforms in the median of CRB, raising issues of transit patron safety in crossing CRB to the platform. Providing a pedestrian overpass to serve the station platforms in the CRB median was considered to address the safety concern, but rejected because of its excessive cost.

The fourth design option would have followed the selected option but the LRT alignment would have gone through the middle of the area between the City of Sacramento's detention basin and Union House Creek. It was rejected because it would have encroached into the area reserved for the future SCRSD sewer interceptor.

2.8.3 Franklin Boulevard to Bruceville Road

The selected LRT alignment on this segment follows the northern edge of CRB Boulevard from Franklin Boulevard across Center Parkway, and *as it approaches* Bruceville Road, the alignment would cross CRB *on a flyover* and follow the south edge of CRB to Bruceville Road. This segment of the alignment includes *an* optional flyover of Franklin Boulevard.

Many design options have been considered on this segment of the alignment to address the following constraints:

- The need to maintain manhole access to two large (84-inch and 90-inch) existing sewer interceptors;
- Space challenges to accommodate LRT as well as the future widened CRB, and the physical constraint represented by a future widened Union House Creek;
- The impacts to traffic operations with an at-grade crossing of LRT crossing CRB through the Franklin Boulevard and Center Parkway Intersections; and
- The "pinch point" between the detention pond on the northeast corner of the CRC campus adjacent to the Center Parkway/CRB intersection; and the northeast corner of the college stadium berm that was intersected by all the alignment options in this segment, given that the berm provides habitat for burrowing owls.

Several alignments were developed and rejected during the planning process for the CRB widening project and the Union House Creek widening project. Sacramento RT staff worked with project sponsors (SAFCA, the Corps of Engineers, City of Sacramento, and Regional Sanitation District) as the designs proceeded. This extensive coordination led to the development of numerous sketch-plan alignments that were rejected during the design process because they interfered with access to a large sewer interceptor, would have grade crossings that had unacceptable traffic impacts, or otherwise interfered with the widening projects.

Three *options from Franklin Boulevard to Bruceville Road* were considered in more detail*:* the selected option (north of CRB), a CRB Median option, and a CRB South option. Under the CRB South option, the LRT alignment would have crossed the Franklin Boulevard/CRB intersection on a flyover to land on the south side of CRB and continue eastward crossing Center Parkway at grade and thence along the northern edge of the CRC campus to the west side of Bruceville Road. The CRB South design option was withdrawn from further consideration due to unacceptable noise, vibration, and visual impacts to residences between Franklin Boulevard and Center Parkway, concerns regarding access to the 90-inch sewer interceptor, and the need for a costly retaining structure at the CRC detention pond. Under the CRB Median option, the alignment would have crossed Franklin Boulevard to the north of CRB and then

crossed west bound CRB lanes while moving into the median of CRB (via either a flyover or an at-grade crossing). The CRB Median option was rejected because it would conflict with the major sewer interceptor in this area.

An additional option between Center Parkway and Bruceville Road was developed to cross CRB at-grade mid-block between Center Parkway and Bruceville Road, run along the northern edge of the CRC campus with an at-grade crossing of a college service driveway and turn south around the stadium berm onto the landscaped strip on the west side of Bruceville Road. This option was eliminated in favor of the reduced traffic impacts of the flyover.

2.8.4 Bruceville Road Segment

The selected alignment along the Bruceville Road starts at the southwest corner of Bruceville Road and CRB where the LRT alignment turns south and runs along the west side of Bruceville road to a station just north of the CRC entrance roadway.

Four design options were evaluated for this segment in order to achieve the best fit given the following issues and constraints:

- Need to locate station platforms as close as possible to college entrance;
- Need to minimize impacts to proposed College Square Marketplace development;
- Infeasibility of mid-block crossings of Bruceville Road given close proximity of adjacent intersections;
- Adverse traffic operations impacts of an at-grade crossing through the Bruceville Road/West Stockton Boulevard intersection;
- Need to work out a feasible LRT crossing of Bruceville Road at the College entrance; and
- Desire not to preclude future possibility of extending the next phase of LRT southward along Bruceville Road rather than eastward along Calvine Road.

The selected option best addresses these constraints and the other three design options were withdrawn. The first withdrawn option would have followed the same basic alignment from CRB south on Bruceville Road, but about 1,000 feet south of CRB*, it* would turn east, cross into the median of Bruceville Road and include a station in the median. This option would have required a diagonal at grade LRT crossing of the intersection of Bruceville with West Stockton (the entrance to the new College Square development project). It was rejected due to the traffic impacts on this intersection and because CRC agreed to allow construction of a station on its property on the west side of Bruceville. The second rejected option would have been the similar to the first, but the alignment would have completely crossed Bruceville Road and constructed a station on the east side of Bruceville Road. It was rejected for the same reasons, traffic impacts and the ability to construct a station on the CRC property.

The third option would have crossed the West Stockton Boulevard intersection at grade and continued southeasterly (diagonally) across the College Square development area and located the College Station platforms in the middle of the mixed-use development. It was eliminated from further consideration because of the distance of the station platform from the college and the resultant disadvantage to college student riders, the adverse impacts of the diagonal crossing alignment on pedestrian and vehicular circulation within the development, and the impact of this alignment on the development potential of the College Square itself.

2.8.5 LRT Segment from the CRC to Calvine/Auberry

On April 12, 2004, the RT Board determined that the LPAP2 Project should terminate at CRC, thus withdrawing the LRT segment from CRC to Calvine/Auberry from further consideration as part of the LPAP2. The RT Board noted the following reasons for elimination of this LRT segment from the current Project:

- The adopted Elk Grove General Plan identifies Bruceville/ Big Horn as the preferred LRT or Bus Rapid Transit (BRT) alignment. The Segment from CRC to Calvine/Auberry would be inconsistent with this Plan.
- Withdrawal of this LRT segment from the LPAP2 Project would reduce Project costs by ~$28 Million, making the Project more cost effective and competitive for federal funding.
- While costs are reduced by ~$28 million, the projected ridership would be reduced by only 200-400 riders.
- Sufficient land exists in the CRC Station area to meet the estimated parking demand at this Station for 2000 spaces. The previously proposed 11-acre parking area for the Calvine/Auberry Station was developed in 2004 into residential units, and acquisition of these residences would have been required under the previously proposed plan for the Calvine/Auberry Station.

The future Phase 3 extension of LRT or BRT from the CRC Station will be the subject of a future alternatives analysis and environmental evaluation.

2.8.6 Storage and Maintenance Facility

Six locations, listed below, were considered as potential sites for a light rail vehicle storage and maintenance facility:

- Academy Way Maintenance Facility Site Option would have expanded the existing maintenance facility at 2760 Academy Way to allow storage for 115 LRT cars, in addition to the storage currently available at the existing yard.
- Florin Road Maintenance Facility Site Option would have allowed for storage of 50 LRT cars. The proposed site is located just north of the existing Florin Road LRT station.
- Meadowview Maintenance Facility Site Option, located north and west of Meadowview Station, would have provided storage for 50 LRT cars.
- 47th Avenue Maintenance Facility Site Option would have provided storage for 50 LRT cars. It is located along RT's South Line, just north of 47th Avenue.
- Morrison Creek Maintenance Facility Site Option would have been located across Morrison Creek from the project alignment south of the Morrison Creek crossing. It would have allowed storage of 50 cars.
- Cotton Lane Maintenance Facility Site Option would have been located along Cotton Lane south of the proposed College Square development. It would have offered storage for 50 cars.

As part of its recent fleet management plan, RT performed a study to evaluate systemwide storage and maintenance facility needs into the future. As noted in the fleet management plan, RT's central LRT vehicle maintenance facility at Academy Way has been expanded to accommodate a 97-car fleet of LRT vehicles. This is a sufficient capacity to meet the requirement for maintenance of the LPAP2 LRT vehicles.

Additionally, a site along the Downtown Sacramento—Folsom Corridor has been identified as a possible site for a maintenance and storage facility. The studies concluded that if RT completes the expansion of the Academy Way facility and develops the Folsom Corridor facility, RT will have sufficient facilities to meet systemwide maintenance needs, including the Phase 1 of the Downtown/Natomas/Airport Line and the LPAP2. Because of this, the RT Board determined on April 12, 2004 that a new maintenance facility will not be required for the LPAP2 Project, and the storage and maintenance facility options were eliminated from the LPAP2 Project.

2.9 RELATED PROJECTS

The following projects (shown in Figure 4.10-3) are planned or proposed within the South Sacramento Corridor. RT has in the past and will continue to coordinate its planning and conceptual design for the proposed transit alternatives with the conceptual design and possible development of these related projects.

Neither the TSM nor LPAP2 is dependent on any of these related projects to be implemented; and each related project has its own independent utility, i.e., could be built with or without implementation of either transit alternative. In several cases, however, design of the related project will need to be coordinated with the design of the proposed LPAP2. Such coordination is currently underway between RT and the various planning and implementing agencies identified below.

South Sacramento County Streams Project (Sacramento Area Flood Control Agency/U.S. Army Corps of Engineers). The SAFCA and ACOE propose to increase flood protection to the south Sacramento County area by (1) modifying existing levees or channels and constructing new levees or flood walls at the Sacramento Waste Water Treatment Plant and along portions of Morrison, Elder, Union House, and Florin Creeks; and (2) retrofitting bridges on these same creeks. An EIS/EIR has been completed for this work. Improvements along Morrison Creek have been funded and construction started in 2005. Completion of Morrison Creek improvements in the LPAP2 project area is planned for November of 2007. Improvements for Union House Creek, including the widening to the south *and removal of the* south levee, between the UPRR bridge and Franklin Blvd, and the widening to the south by some 18 feet between Franklin and Center Parkway, are under *construction and final design, respectively.* It is anticipated that the improvements between the UPRR bridge and Franklin will be completed in *the summer of 2008* and improvements between Franklin and Center Parkway will be completed in *late* 2008. RT will continue to work with SAFCA and the ACOE to assure coordination of the design for *LRT* facilities *with the flood control* .

Cosumnes River Boulevard Extension (City of Sacramento). This proposed new roadway would extend CRB from its current westerly terminus at Franklin Boulevard *to a new interchange at I-5*. An Environmental Impact Report *has been completed and final design has begun*. *The project is scheduled for completion in November 2010.* The proposed Phase 2 LRT alignment would be located to the north and generally parallel to the roadway extension. Vehicular access to the Franklin Boulevard LRT Station and park-and-ride lot would be provided by the CRB extension or by a separate access road should the extension not be developed.

Cosumnes River Boulevard Widening (City of Sacramento). The City of Sacramento proposes to widen CRB from two to four[4] lanes between Bruceville Road and Franklin Boulevard. The *Cosumnes River Boulevard – Franklin Boulevard to Bruceville Road Environmental Impact Report,* City of Sacramento

[4] The adopted 2002 Metropolitan Transportation Plan (MTP) shows this improvement to be from two to four lanes. The City of Sacramento's General Plan designates this portion of Cosumnes River Boulevard as an "Expressway," which could have a cross section with more than four lanes.

Planning and Development Department, December 1991 was prepared for this widening project and states that:

> "As evaluated in the EIR and adopted by the City, Route 148 Arterial within the project area would have ultimately been constructed to six lanes. The City of Sacramento is reevaluating this ultimate configuration based on the potential for other uses within the existing corridor. For example, a water transmission main may at some future date be proposed to be installed within the right-of-way of CRB, as well as, a light rail route and expansion of the Union House Creek. The amount of right-of-way necessary to accommodate a light rail corridor, landscaping, a pedestrian path, bicycle lanes, a water transmission main, the expansion of Union House Creek and six lanes of traffic is currently insufficient. Based upon these factors, the City will determine the relative merits of ultimately constructing CRB in the project area as either a four or six lane roadway."

Engineering of this project is not being progressed at this time and construction of the project is anticipated to be in the distant future after completion of the Phase 2 LRT Project.

Bruceville Road Widening (City of Sacramento). The City of Sacramento *has completed their* widening *of* Bruceville Road from two to *four and* six lanes between CRB and Sheldon Road.

Freeport Regional Water (Diversion) Project (Freeport Regional Water Authority - County of Sacramento, East Bay Municipal Utility District). The Freeport Regional Water (Diversion) Project would divert water from the Sacramento River for use by Northern California areas *along the existing CRB Corridor and the new CRB Extension*. *The water would be carried in a large underground pipeline. The project has begun construction and is scheduled for completion in May of 2009. The pipeline is located along the south side of CRB.*

Monterey Trail High School and Edward Harris Jr. Middle School. The Monterey Trail High School and Edward Harris Jr. Middle School, which opened in June 2004, will be located south of Old Calvine Road just east of Auberry Drive. Both schools will utilize the same facilities, with each school maintaining its own identity. This will be the third combined-campus educational facility constructed by the Elk Grove Unified School District to accommodate population growth in the area. The combined capacity of the campus is estimated at 4,860 students.

Shasta Park Site at Bruceville Road and Shasta Avenue. The planned Shasta Park Site would be located at the northeast corner of Bruceville Road and Shasta Avenue. The Sacramento City Park and Recreation Department is currently in the preliminary stages of acquiring the 20 acres of land for a park and community center. *The Sacramento City Park and Recreation Department will complete the environmental review for this two phased project in October, 2007. Phase 1 (10.5 acres) will begin construction in the spring of 2008 and is scheduled for completion in 2009. Phase 2 (5 to 6 acres) is scheduled to start construction in approximately 2009 with completion within a year. The library (3 acres) is to be constructed at the same time as Phase 1 of the park and will be completed by June 2009. The community center has no anticipated construction schedule and will be constructed when funding is available which is anticipated over the next ten years. The City is assuming the extension of Cotton Lane will be built by the adjacent development and will provide access to the park. If the developer does not construct it then the City will construct a driveway to the park in the location of what would have been Cotton Lane.*

Transit for Livable Communities. RT's Transit for Livable Communities (TLC) project is a land use planning process that began in late 2000 to obtain community involvement in the development of land use plans surrounding 21 current and future light rail stations including the Marconi (at Academy Way), 47th Street, Florin Road, and Meadowview Road LRT Stations in the South Sacramento Corridor. The

plans and recommendations emphasize pedestrian-oriented design, efficient use of land, and a mixture of residential, retail and office land uses, all designed to support and help create unique and sustainable communities at each station while increasing transit ridership.

The land use plans cover an approximately one-quarter mile radius around each of the 21 stations on the South, Folsom, and Northeast lines. Strategies for joint development are promulgated that apply to property that RT owns at seven of these stations. RT has initiated review of the TLC program to the Morrison Creek and CRC Station areas on the South Sacramento Corridor Phase 2 project. TLC Implementation measures are relevant to transit-oriented development throughout the Sacramento region.

College Square (Private Developer). The College Square development is located in the southeast quadrant at the CRB/Bruceville Road intersection. Fifty-three acres of planned unit development are *approved and either open or under construction. The retail associated with this site, including the largest anchor store, a national grocery store, opened July 2007 and approximately 50,000 square feet of additional retail and restaurants are constructed with more to come,* including a mix of residential, office and retail uses. The mixed-use development *will* meet the needs of the local community by providing residential uses including low-cost housing and conventional multi-family units, as well as neighborhood retail and office functions in close proximity to the CRC and the SR 99 interchange.

Dunmore Homes Development (Private Developer). The Dunmore Homes Development is to be located to the west of the proposed LRT alignment serving the Morrison Creek Station. It would be west of Morrison Creek, north of the CRB Extension and south of the existing Detroit Boulevard residential neighborhood. The project area

2.10 ISSUES TO BE RESOLVED / AREAS OF CONTROVERSY

A review of the environmental impacts and mitigation measures for the project alternatives are provided in Chapters 3, 4, and 5 and summarized in the summary and in Chapter 6. As shown in these chapters, adverse environmental impacts are mitigated for the project alternatives and there appear to be no remaining issues to be resolved or areas of controversy.