PREFACE

This Supplemental *Final* Environmental Impact Statement/Subsequent *Final* Environmental Impact Report (*SFEIS*/*SFEIR*) supplements the 1994 Alternatives Analysis/Draft Environmental Impact Statement and is a subsequent environmental document to the 1995 Final Environmental Impact Report for the South Sacramento Corridor project. It represents another formal step in a planning process that began in 1981, when the Sacramento Regional Transit (RT) Board designated Cosumnes River Boulevard (CRB) to Calvine Road as an alignment for a future light rail transit (LRT) extension. Portions of this alignment were reconfirmed during the 1980s and 1990s in studies undertaken by RT or the Sacramento Area Council of Governments (SACOG) to identify, (re-)evaluate, and (re-)prioritize corridors for future extensions of LRT.

The RT Board's adoption of future LRT alignments was intended to preserve rights-of-way in accordance with City and County of Sacramento planning processes, by depicting the alignments on the land use and circulation element maps of their respective general plans, and by adoption of policies "dedicating" these rights-of-way for LRT.

Studies undertaken in support of this planning process included the 1984 SACOG *Sacramento LRT Extension Study Expanded LRT System Analysis,* 1987 SACOG *Sacramento Light Rail Transit Extension Study Final Report,* and 1991 RT *Sacramento Systems Planning Study*, on the basis of which RT proceeded to prepare Environmental Impact Reports (EIR) to enable preservation of right-of-way for the Downtown-Natomas Airport and Folsom Corridor LRT extensions, prepared a project-level EIR for extending the starter line to Sunrise/Gold River, and advanced the South Sacramento Corridor into conceptual engineering and environmental review.

The process achieved a major milestone when, on March 29, 1995, following public review of seven investment alternatives in the 1994 South Sacramento Corridor Alternatives Analysis/Draft Environmental Impact Statement/ Draft Environmental Impact Report (AA/DEIS/DEIR), the RT Board of Directors adopted a Locally Preferred Alternative (LPA) for long-term development of LRT improvements in the South Sacramento Corridor. This designation identified LRT as the preferred mode and the "LRT-Low/UPRR Alignment" as the preferred alignment for extension of transit from downtown Sacramento southward to Calvine Road/Auberry Drive and thence to Elk Grove. On May 8, 1995 (Board Resolution No. 95-05-2356 included as Appendix F of this S*F*EIS/S*F*EIR), the RT Board certified the Final EIR for the South Sacramento Corridor Light Rail Project.

In response to funding constraints, the RT Board decided to implement the South Corridor project in phases. The first segment, the South Sacramento Corridor Phase 1 project, was built between 2000 and 2003 and began operations in September, 2003. It extends from the 16th Street LRT station in downtown Sacramento along the Union Pacific Railroad (UPRR) corridor to Meadowview Road in south Sacramento.

In 2000, RT completed the Multi-Corridor Study that re-evaluated 19 candidate corridors for future extensions of fixed-guideway transit. That study re-confirmed the South Sacramento Corridor as the top priority and the Downtown/Natomas Airport Corridor as second priority for further LRT extension. Both projects are included in the financially constrained portion of SACOG's *2006* Metropolitan Transportation Plan for *2027* (MTP - *July 2006*).

Consistent with this planning to date, this *SFEIS/SFEIR* focuses on the environmental impacts of the second phase of the LPA adopted by the RT Board of Directors in 1995 and supplements the environmental evaluation contained in the 1994 AA/DEIS/DEIR. Specifically, it describes the current environmental setting, it recognizes current and recent planning activities and plans, and evaluates impacts from a more precisely defined Phase 2 project, including a description and evaluation of changes between that portion of the 1995 LPA that is now defined as LPAP2. This phase extends from Meadowview Road in South Sacramento along the previously designated alignment down the UPRR right-of-way and along Cosumnes River Boulevard to Cosumnes River College in the City of Sacramento. A new LRT station at Morrison Creek has been added to the previously defined LPA.

The proposed second phase – the Locally Preferred Alternative Phase 2 (LPAP2) – would include an extension of LRT 4.3 miles, with four stations at Morrison Creek (50 parking spaces), Franklin (650 parking spaces), Center Parkway (walk-on station), and Cosumnes River College (2,000 parking spaces). Light rail will operate at 15 minute intervals in the weekday off-peak hours, an effective 10 minutes during weekday peak hours, and 30 minutes evenings / weekends. Light rail vehicles have been acquired for the LPAP2 and will be maintained at the expanded RT central LRT maintenance facility at Academy Way.

Given its anticipated transportation system user benefits and its logical terminus at Cosumnes River College – an expanding community college located near a developing retail and housing center and near a major north-south commuter highway route (State Route 99) – the LPAP2 Project has independent utility within these limits. Various alignment options are still in consideration to extend light rail to Elk Grove as a third phase of the project. The LPAP2 Project does not preclude any of the alternative alignments under consideration for the Phase 3 project. The Phase 3 project will be evaluated in a separate alternatives analysis and is not included in this current environmental evaluation.

This *SFEIS/SFEIR* is prepared pursuant to the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). There are a few differences between these regulations that affect reporting in this document. CEQA requires identification of and mitigation for significant adverse impacts in an EIR, while NEPA provides for an EIS to identify and provide mitigation for all of the adverse effects of a project where it is practicable to do so. This combined NEPA/CEQA document identifies the impacts of the alternatives regardless of whether they would be considered significant under CEQA and proposes mitigation wherever practicable to reduce adverse effects. Specific discussion of impact significance and mitigation in accordance with CEQA is provided in Chapter 6.

Technical studies were prepared in support of this environmental document for the proposed project. These studies analyzed existing conditions and identified impacts under each of the build alternatives in detail. The technical reports listed below are available for review at RT's offices, 1400 29th Street, Sacramento. Complete citations for these reports are provided in Appendix A.

- Historic Properties Survey Report
- Preliminary Wetlands Delineation Report
- Ridership Forecasting Technical Memorandum
- Travel Demand Forecasting Methodology and Results Report
- *Biological Opinion (USFWS #81420-2008-F-0285)*