

**SOUTH SACRAMENTO CORRIDOR PHASE 2**  
in the City and County of Sacramento, California

**SUPPLEMENTAL FINAL ENVIRONMENTAL IMPACT STATEMENT/  
SUBSEQUENT FINAL ENVIRONMENTAL IMPACT REPORT/**

Pursuant to

Pursuant to the National Environmental Policy Act (NEPA) of 1969 as amended, 42 United States Code (USC) §4332(2); the regulations of the Council of Environmental Quality (CEQ), 40 Code of Federal Regulations (CFR) 1500-1508; the Federal Transit Laws, 49 USC Chapter 53; Section 4(f) of the Department of Transportation Act of 1966, as amended, 49 USC §303; Section 6(f)(3) of the Land and Water Conservation Fund Act, 16 USC §4601-U; the National Historic Preservation Act of 1966, 16 USC §470(f), Environmental Impact and Related Procedures-Federal Highway Administration/Federal Transit Administration, 23 CFR Part 771; The Clean Air Act as amended, 42 USC §7401-7671; the Endangered Species Act of 1973, 16 USC §1531; Section 402 of the Clean Water Act, 33 USC §1342; Executive Order 12898; Executive Order 11990, Protection of Wetlands; Executive Order 11988, Floodplain Management; and California Environmental Quality Act, PRC 21000 *et seq.*; and the State of California CEQA Guidelines, California Administrative Code, 15000 *et seq.*

by the

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

and the

SACRAMENTO REGIONAL TRANSIT DISTRICT

For FTA:

  
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**Leslie T. Rogers**

Regional Administrator, Region IX  
Federal Transit Administration

  
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Date of Approval

For RT:

  
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**Michael R. Wiley**

General Manager/Chief Executive Officer  
Sacramento Regional Transit District

  
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Date of Approval



## ABSTRACT

Sacramento Regional Transit District (RT) proposes to extend light rail transit (LRT) service 4.3 miles from the South Sacramento Corridor Phase 1 terminus at Meadowview Road southward along the UPRR right-of-way, turning east crossing the UPRR and Union House Creek, continuing east to the north of the proposed extension of Cosumnes River Boulevard (CRB), crossing Franklin Boulevard, traveling along the northern side of CRB, turning south along the western side of Bruceville Road and terminating at Cosumnes River College (CRC). This Project, called the Locally Preferred Alternative Phase 2 (LPAP2), includes four new stations at: (a) Morrison Creek, (b) Franklin, (c) Center Parkway, and (d) CRC. Three new park-and-ride lots would provide over 2,700 spaces: (a) Morrison Creek with 50 spaces, (b) Franklin with 650 spaces, and (c) CRC with 2000 spaces.

In addition to the LPAP2, a No-Action Alternative and a Transportation Systems Management (TSM) Alternative are evaluated in this Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR). Impacts include noise and vibration, impacts to wetlands and habitat for special status species, floodplain impacts, traffic impacts, and impacts during construction. Proposed mitigation measures include replacement of or compensation for wetlands, habitat and floodplain areas; noise barriers and techniques to reduce noise and vibration at the source; refining signal timing and adding turn lanes at intersections; coordination with utility providers, and advance notice to customers; a Worker Health and Safety Plan and management practices during construction.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, CONTACT:

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

A public hearing was held on the SDEIS/SDEIR during the RT Board meeting on March 12, 2007 at 6:00 pm at the Pannell Meadowview Community Center, 2450 Meadowview Road, Sacramento, CA.