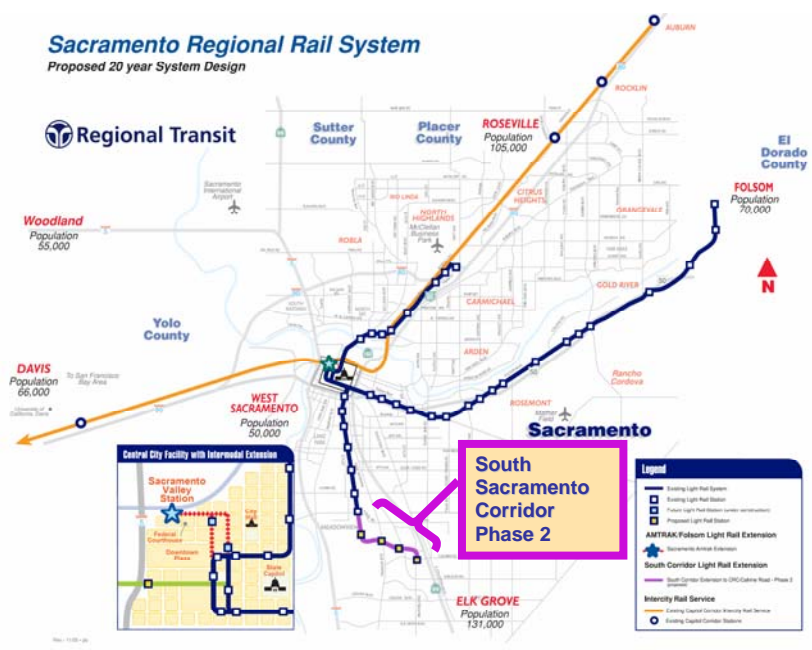




**South Sacramento Corridor Phase 2 Project**

The proposed South Sacramento Corridor Phase 2 Project (LRT Project) – the highest priority transit project in the Sacramento California region – will extend Sacramento Regional Transit District’s (RT’s) South Corridor light rail transit (LRT) service from its existing terminus at Meadowview Road south and east to Cosumnes River College (CRC). The Extension will link the rapidly developing South Corridor with Downtown Sacramento. There, the South Line shares tracks with existing LRT service between Northeast Sacramento and Folsom, providing a convenient connection and cost effective solution to the region’s public transit network. The LRT Project adds four new LRT stations with 2,700 park-and-ride spaces and a major new transit center at the CRC Station near State Route 99. The Figure below illustrates the Extension in relation to the existing LRT network.



The LRT Project is located within one of the fastest growing areas of the country. Additional development anticipated to the south along Route 99 and Interstate 5, and a high rate of employment growth forecasted for downtown Sacramento, have created the need for additional peak-period transportation capacity between the region’s southern communities and its central business district (CBD) –the largest employment center in the region where over 1/5 of the trips are made by transit. By extending LRT service south and providing new park-and-ride opportunities, the LRT Project

is intended to provide an attractive alternative to private automobiles for trips destined for downtown and other areas served by the LRT system. Further, the LRT Project is anticipated to help the region meet its air quality goals, as well as facilitate economic development opportunities along the alignment.

The LRT Project is expected to generate 11,270 average weekday daily boardings in the year 2030. 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. It is projected to cost approximately \$226 million (year of expenditure dollars).

A draft Environmental document will be circulated and Preliminary Engineering (PE) will be completed in early 2007. A Record of Decision is anticipated in summer of 2007 followed by Final Design and a Full Funding Grant Agreement with the federal government. Train service on the new extension is anticipated to begin late 2010 or early 2011.

