# APPENDIX F:

# Sacramento Regional Transit District Board Resolution Certifying EIR for Locally Preferred Alternative

RESOLUTION NO. 95-05-2356

Adopted by the Board of Directors of the Sacramento Regional Transit District on the date of:

May 8, 1995

**CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT AND DIRECTING FILING OF THE NOTICE OF DETERMINATION FOR THE SOUTH SACRAMENTO CORRIDOR LIGHT RAIL PROJECT**

The Board of Directors of the Sacramento Regional Transit District does resolve as follows:

Section 1. Procedures. The Board of Directors of the Sacramento Regional Transit District finds as follows:

A. A Draft Environmental Impact Report ("Draft EIR"), a Proposed Final Environmental Impact Report ("Proposed Final EIR"), and an Addendum to the Proposed Final EIR were prepared by and for the Sacramento Regional Transit District ("RT") for transit improvements within the South Sacramento Corridor pursuant to the National Environmental Policy Act of 1969 as amended ("NEPA"); the California Environmental Quality Act ("CEQA") (Public Resources Code §21000 et seq.); the policies and procedures for implementation of NEPA (23 CFR Part 771); the Guidelines for Implementation of CEQA ("Guidelines") (14 Cal. Code Regs. §15000 et seq.); and the local CEQA procedures adopted by RT pursuant thereto.

B. The Notice of Preparation for the Draft EIR was sent to each Responsible Agency, Trustee Agency and federal agency in compliance with Section 15082 of the Guidelines.

C. The Notice of Completion of the Draft EIR was forwarded to the Governor's Office of Planning and Research in compliance with Section 15085 of the Guidelines.

D. RT consulted with and requested comments on the Draft EIR from Responsible Agencies, Trustee Agencies, and other state, federal and local agencies in compliance with Section 15086 of the Guidelines.

E. A Notice of Availability of the Draft EIR was published in a newspaper of general circulation in the area affected by the Proposed Project. The Notice of Availability was also sent to over 2,000 interested citizens. Copies of the Draft EIR were furnished to federal, state, regional and local agencies and to all libraries in the affected area, and a public hearing was properly noticed and held on October 24, 1994 to solicit comments

on the Draft EIR during a 45 day review period in compliance with Section 15087 of the Guidelines.

F. The Draft EIR was thereafter revised by preparation of the Proposed Final EIR to include responses to comments on the Draft EIR, a refinement of the description of the Proposed Project, a summary table of the significant impacts of the Proposed Project, and a list of persons, organizations and public agencies commenting on the Draft EIR. A Notice of Availability for the Proposed Final EIR was published in a newspaper of general circulation in the area affected by the Proposed Project and sent to over 2,000 interested citizens, and copies of the Proposed Final EIR were furnished to state, regional and local agencies and to all libraries in the affected area to solicit comments on the revisions to the Draft EIR during a 45 day review period in compliance with Sections 15088 and 15089 of the Guidelines.

G. Response to comments on the Proposed Final EIR have been compiled in an Addendum to the Proposed Final EIR.

H. The Draft EIR, the Proposed Final EIR, and the Addendum to the Proposed Final EIR together comprise the Final EIR in accordance with Section 15132 of the Guidelines.

I. The Final EIR reflects the independent judgement of the Board of Directors.

Section 2. Administrative Record. The Board of Directors of the Sacramento Regional Transit District finds as follows:

A. The record pertaining to this Final EIR includes only the following information as submitted to and considered by the Board of Directors:

(1) The Final EIR , including the Draft EIR, the Proposed Final EIR, the Addendum to the Proposed Final EIR, and written comments received during the public comment periods and responses thereto;

(2) All staff reports , memoranda, maps, letters, minutes of meetings, and other documents prepared by RT staff and consultants relating to the Project and presented to the Board of Directors at its hearing on the Draft EIR and at its meeting to certify the Final EIR;

(3) The proceedings before the RT Board of Directors relating to the Project, the Draft EIR, and the Final EIR, including testimony and documentary evidence introduced at the public hearings and public meetings, the transcript of all public hearings of the RT Board of Directors related to this matter, and the official minutes of such meetings; and

(4) This RT Resolution.

Section 3. Certification of the Final EIR. Pursuant to Section 15090 of the Guidelines, the RT Board of Directors hereby certifies that the Final EIR for the Project has been completed in compliance with CEQA, the Guidelines, and the local procedures adopted by RT pursuant thereto, and that the Board of Directors has reviewed and considered the information contained in the Final EIR prior to selection of a transportation mode and rejection of alternatives as set forth herein.

Section 4. Scope of the EIR. The Board of Directors of the Sacramento Regional Transit District finds as follows:

A. The Final EIR included a program-level of environmental analysis of alternative transportation modes and alternative light rail alignments to provide transportation and transit improvements with the South Sacramento area by the year 2010.

B. Pursuant to Section 15152 of the Guidelines, agencies are encouraged to tier EIRs to promote efficiency and compatibility of the CEQA process with the NEPA process. Tiering is appropriate when implementation of a project, such as the South Sacramento Corridor Light Rail Project, will require a series of approvals from federal and state agencies before construction can begin. A tiered EIR evaluates a project in light of the current and contemplated plans and provides an estimate of the environmental consequences of the entire project. A tiered EIR focuses the environmental review on the issues which are relevant to the phase of project approval under consideration. The Final EIR for the South Sacramento Corridor Light Rail Project was prepared as a tiered EIR.

Section 5 Project Alternatives. The Board of Directors of the Sacramento Regional Transit District finds as follows:

A. The Final EIR included an analysis of seven alternatives as set forth in the EIR and summarized as follows:

(1) Baseline or No Build Alternative which assumed only committed and fully funded road and transit improvements;

(2) Transportation Systems Management ("TSM") Low Alternative which assumed a 100% increase in bus transit services;

(3) TSM High Alternative which assumed 200% increase in bus transit services;

(4) Light Rail Transit ("LRT")-Low: Old Southern Pacific Railroad ("SPRR") Alignment Alternative which assumed an increase in bus transit services and includes a light rail extension in the old SPRR alignment;

(5) LRT-Low: Union Pacific Railroad ("UPRR") Alignment Alternative which assumed an increase in bus transit services and includes a light rail extension within the UPRR alignment;

(6) LRT-High Old SPRR Alignment Alternative which assumed an increase in bus transit services and includes a light rail extension in the old SPRR alignment; and

(7) LRT-High UPRR Alignment Alternative which assumed an increase in bus transit services and includes a light rail extension in the UPRR alignment.

B. The Final EIR also included six subalternatives to the LRT-High Old SPRR and UPRR Alignment Alternatives which included different combinations of light rail alignment extensions within the Elk Grove and Laguna areas.

Section 6. Proposed Project. The Board of Directors of the Sacramento Regional Transit District finds that the Proposed Project consists of the Light Rail Transit ("LRT")-Low Alternative along the Union Pacific Railroad ("UPRR") and includes the Elk Grove Extension as described in the Final EIR and summarized below.

Segment One: Downtown to Meadowview Road

The light rail alignment of the Proposed Project would begin in downtown Sacramento by branching off the existing Folsom line light rail tracks between 16th and 17th Streets at "R" Street. The outbound, or southbound track would connect to the existing eastbound track just east of 16th Street where the existing double track section ends in the eastbound direction, and would diverge from the eastbound track just east of 17th Street. The outbound track would then cross 18th Street at-grade and perpendicular to the street. It would then curve to the south, crossing 19th Street at-grade.

The outbound track would curve to the south again upon entering the existing UPRR mainline right-of-way. The inbound, or northbound, track would diverge north of the existing westbound track between 17th and 18th Streets. The inbound track would cross under the existing elevated light rail structure, at 19th Street as it crosses 19th Street at-grade. It would then run parallel with the outbound track as they both enter the UPRR mainline right-of-way heading south on the west side of a relocated UPRR mainline track. A station would be located between "T" and "U" streets. The light rail and relocated UPRR tracks would cross "S" and "T" streets at-grade and the tracks would be perpendicular to the streets.

The light rail alignment would proceed south in the UPRR right-of-way from the "T" Street Station to enter the Broadway Station just north of Broadway. The light rail alignment would cross "V", "W", and "X" streets at-grade ("U" Street does not cross the UPRR corridor) and pass under Highway 50, which is an existing elevated structure located

between and parallel to "W" and "X" streets. The Broadway Station would be located between "X" Street and Broadway.

After crossing Broadway at-grade, the light rail alignment would proceed southward from Broadway to the Freeport Boulevard/21st Street Station. The Freeport Boulevard/21st Street Station would be located on the south side of the Freeport Boulevard/21st Street at-grade crossing of the alignment.

After crossing Freeport Boulevard, the light rail alignment would enter the South Sacramento UPRR yard area. The light rail tracks would swing west, with the outbound light rail track coinciding with the existing UPRR mainline track alignment. The City College Station would be located just northeast of Hughes Stadium at Sacramento City College and north Sutterville Road.

After leaving City College Station, the light rail alignment would curve eastward and then pass under the Sutterville Road overpass as the tracks leave the UPRR yard area. After 26th Avenue, the light rail tracks would shift west with the outbound light rail track 20 feet from the westerly railroad right-of-way line and proceed south to the Fruitridge Station. The Fruitridge Station would be located on the northwest corner of the intersection of the right-of-way and Fruitridge Road.

The light rail alignment would continue in the UPRR right-of-way as it approaches the 47th Avenue Station. The 47th Avenue Station would be located opposite the Campbell Soup property, on the northwest corner of the intersection of the right-of-way and 47th Avenue.

After crossing 47th Avenue at-grade, the outbound light rail track would shift 4 feet to the west, placing it 16 feet from the western property line. The alignment would then proceed on tangent track transitioning just before the Florin Station. The Florin Station would be located on the northwest side of the UPRR and Florin Road intersection.

After crossing Florin Road at-grade, the light rail alignment would shift to the east. The light rail tracks would shift back to the west as they approach the Meadowview Station. The Meadowview Station would be located on the northwest side of the UPRR and Meadowview Road intersection.

Segment Two: Meadowview Road to Calvine Road/Auberry Drive

Southward from Meadowview Station, the light rail alignment would shift back to the east and then ascend on an aerial structure crossing over a relocated UPRR mainline track, thereby transitioning the light rail alignment from the west side to the east side of the UPRR right-of-way. The light rail alignment would cross over Morrison Creek within this elevated section. The outbound light rail track would be located 25 feet to the east of the UPRR track at the end of the aerial transition structure.

After Morrison Creek, the light rail tracks would then turn to the east and cross over Unionhouse Creek at-grade on a bridge. East of the Morrison Creek crossing, the light rail alignment would remain parallel and to the north of the planned Cosumnes River

Boulevard. The Franklin Boulevard Station would be located just southwest of the intersection of Franklin and Cosumnes River Boulevards.

The light rail alignment would proceed east and across Franklin Boulevard at-grade to Center Parkway where it would proceed diagonally across Center Parkway to the south side of Cosumnes River Boulevard. The alignment would continue along the south side of Cosumnes River Boulevard to the Cosumnes River College Station. The station would be placed on the campus, on the southwest corner of the intersection of Cosumnes River Boulevard and Bruceville Road.

The light rail alignment would then continue east parallel with and alongside the planned Cosumnes River Boulevard, crossing Bruceville Road at-grade to Highway 99, and then turning to the southeast run parallel with the west side of Highway 99, rising up on an embankment and structure in order to pass over Highway 99 opposite Old Calvine Road on an aerial structure. The alignment would then follow along the north side of old Calvine Road to the Calvine/Power Inn Station on the northwest corner of Power Inn and Old Calvine Roads, and then continue on to the Calvine/Auberry Station. The Calvine/Auberry Station would be the terminus station for this segment and would be located within the Calvine Special Planning Area on Lot "G". A 600-foot-long tail track with a pocket track would be provided east of the station.

Elk Grove Extension

The LRT-Low: Union Pacific Railroad (UPRR) Alignment would then be extended from the Calvine/Auberry Station 5.5 miles to the southeast along the Southern Pacific Railroad (SPRR) right-of-way to Grant Line Road in Elk Grove as described below.

From the Calvine/Auberry Station, the alignment would continue along the south side of Calvine Road within a 40-foot right-of-way reservation and then turn to the southeast, paralleling the west side of the existing SPRR mainline track within the 100-foot SPRR right-of-way. Continuing south, the alignment would pass over Strawberry Creek on a 90-foot long bridge.

The light rail alignment would continue to remain on tangent for this entire line section, with relocation of the SPRR tracks. At-grade crossings would be located at Sheldon and Bond Roads. The Sheldon Station would be on the northwest corner of the intersection of the SPRR right-of-way and Sheldon Road. The light rail alignment would continue south, crossing over Whitehouse Creek on a new bridge. The Bond Road Station would be located on the northwest corner of the intersection of the SPRR right-of-way and Bond Road. The light rail alignment would continue southward in the SPRR right-of-way, remaining on tangent until just before the Elk Grove Station, where the alignment would transition to the east and remain within the SPRR right-of-way along the western property line at the station.

At the Elk Grove Station, additional relocation of the SPRR tracks would be necessary because of the presence of a siding track in the vicinity of the station. The light rail alignment would cross over Laguna Creek, requiring a new bridge structure. The Elk

Grove Station would be located on the southeast corner of the intersection of the right-of-way and Elk Grove Boulevard. Continuing south from the Elk Grove Station, the light rail tracks would cross over Elk Grove Creek at two locations. Approximately 2,500 feet north of Grant Line Road, the light rail tracks would be grade-separated. The light rail horizontal alignment would continue on tangent over the structure and cross Grant Line Road at-grade, entering the station on the southwest side of the intersection of the SPRR right-of-way and Grant Line Road.

Section 7. Significant or Potentially Significant Impacts. The significant and potentially significant environmental impacts of the Proposed Project, including cumulative impacts, are set out in Exhibit "1", which is attached hereto and incorporated herein by this reference. These impacts are identified in the Final EIR or have otherwise been identified by the RT Board of Directors. As a tiered EIR, Section 15152 of the Guidelines allows deferral of adoption of construction and operational mitigation measures to a later stage of project approval. Therefore, as to each significant and potentially significant impact set forth in the Final EIR, the RT Board of Directors finds that it is appropriate to defer adoption of mitigation measures needed to mitigate the significant adverse environmental impacts of the Proposed Project until subsequent construction-level environmental analysis is conducted during the next phase of project development which is preliminary engineering. However, RT staff is directed to evaluate and incorporate as appropriate the proposed actions set forth in Exhibit "1" as part of the work program for the preliminary engineering phase wherein the Proposed Project description will be further refined.

Section 8. Notice of Determination. Pursuant to Section 21152(a) of CEQA Section 15094 of the Guidelines, staff is hereby directed to file a Notice of Determination with the County Clerk of Sacramento County and the Governor's Office of Planning and Research.

Section 9. Fish and Game Fee. Staff is hereby authorized and directed to pay the fee for the Department of Fish and Game review of the Final EIR and the County of Sacramento processing fee as required under Section 711.4 of the Fish and Game Code and the regulations issued pursuant thereto.

Section 10. Custodian of Records. The custodian of documents and other materials that constitute the record of proceedings upon which the Board of Directors has based its decision is the Planning Manager and such documents are located at 2811 "O" Street, Sacramento, California 95616.

Muriel Johnson

MURIEL JOHNSON, Chair

ATTEST:
PILKA ROBINSON, Secretary

By: Nancy R. Abeels

NANCY R. ABEELS, Assistant Secretary

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# EXHIBIT 1

## SUMMARY OF SIGNIFICANT AND POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PROPOSED SOUTH SACRAMENTO CORRIDOR LIGHT RAIL PROJECT

| Impact Area | Impact | Proposed Actions |
|---|---|---|
| **TRANSPORTATION** | | |
| 4.2.2 RT Load Factor Standards | LRT load factors would be above 1.68, exceeding the RT standard of 1.5. | During the preliminary engineering phase load factors would be further analyzed. Decreasing headways during peak periods on routes operating over standard load factors would be considered for implementation. |
| 4.3.3 Local Street Traffic Impacts: Blocked Intersections | LRT operation would produce queue lengths that would regularly block intersections at 19th and 20th Sts of "S", "T", "W", and "X" St, and Broadway; Freeport/2nd Ave; Florin/Serenity Drive; Meadowview/Tisdale Way; and Meadowview/"G" Parkway. LRT operation may precede overpass construction along the Elk Grove Extension at Calvine, Sheldon, and Elk Grove-Florin Rds. | Signing and striping would be included as part of the project design plans to warn motorist not to block the intersections. |
| 4.3.3. Local Street Traffic Impacts: Intersection LOS | Intersections at Franklin Boulevard with Mack and Florin Rds and with Cosumnes River Blvd would be at LOS F during pm peak periods. | Further analysis during the preliminary engineering phase will evaluate reconfiguring intersections and, where appropriate, turn channelization. During construction, measures to avoid disrupting peak flow traffic would be developed. LOS may not improve above LOS "D". |
| 4.4 Parking Impacts: Station Area Parking | Projected demand for parking at 47th Ave and Calvine/Auberry Stations would be greater than the parking supply. | Parking demand will be further analyzed during the preliminary engineering phase of project evaluation. Stations with parking deficiencies would need additional surface or structure parking provided. If necessary, measures to prevent spillover onto adjacent streets would be considered, including on-street parking restrictions. |

| Impact Area | Impact | Proposed Actions |
|---|---|---|
| 4.5 Pedestrian and Bicycle Impacts | Station areas may incur pedestrian impacts due to the greater numbers of cars and people accessing the LRT stations. The LRT alignment may affect a planned bikeway at City College. | During the preliminary engineering phase of project evaluation, channelization, signaling and traffic control devices would be considered to facilitate the movement of vehicles and pedestrians. LRT design and construction would be coordinated with bikeway planning. |
| 4.6 Impact on Railroad Operations and Freight Movements. | Construction of the LRT alignment would temporarily affect the freight operations of the UPRR and SPRR. | Coordinate with affected railroads so that mainline railroad operations would be subject to speed restrictions and short durations of service suspension until the mainline track is relocated. |
| **LAND USE PLANS AND POLICIES** | | |
| 5.2.2 Inconsistency With Planned or Approved Future Land Uses | The proposed project may affect City plans to widen Unionhouse Creek and County plans to rechannel Strawberry Creek and develop replacement wetlands near the proposed Calvine/Auberry Station. Potential conflicts with development plans also may affect the following proposed park-and-ride lots: UPRR/Meadowview Rd, SPRR/Sheldon Rd, and SPRR/Bond Rd. | RT will work with the City and County to include the proposed project in the respective General Plans in order to secure future dedications, reservations, and/or accommodations of future transit facilities during the entitlement process. RT will design facilities to the extent feasible to avoid conflict with existing uses or will work with property owners to relocate existing structures that are not compatible with project design plans. RT will work with the county, state and federal agencies to avoid planned wetlands near Calvine/Auberry or, if necessary, relocate or replace planned wetlands if project implementation affects the woodland areas. |
| 5.2.4. Sacramento Regional Sanitation District Buffer Lands Management Plan | The LRT alignment, the proposed Franklin Blvd Station and LRT maintenance facility would be located on Regional Sanitation District buffer lands. Uses that congregate 25 or more people are not compatible with the District's Land Use Management Plan. | RT will work with the Sacramento Regional Sanitation District to ensure that RT's plan is compatible with District's land use management plan or ask for authorization to use fringe buffer lands for specific LRT facilities. |
| 5.2.6 Conflict with Surrounding Land Uses | The aggregate effect of increased activity associated with LRT stations and park-and-ride lots may change the character of the adjacent area (see also Visual and Cultural Resources impacts). | RT will incorporate landscaped buffers, visual barriers and design features in project design plans to physically or visually separate LRT facilities from surrounding sensitive land uses. |

| Impact Area | Impact | Proposed Actions |
|---|---|---|
| 5.2.7 Sites Subject to Potential Development | The following proposed station area or park-and-ride sites may receive land use entitlements before the area is preserved for RT use: 47th Avenue, Cosumnes River College, and Power Inn/Calvine Rd. | If RT facility needs requires acquisition of land which has previously been approved for development, RT will negotiate the amount of fair market value for loss of the approved use with affected property owners. |
| **NEIGHBORHOOD AND BUSINESS** | | |
| 5.4.2 Neighborhood Impacts | Proposed LRT stations could generate increased traffic and parking in the surrounding neighborhoods. (See also Traffic and Parking Impacts). Issues related to environmental justice will be addressed in the next preliminary engineering project phase. | During preliminary engineering, stations would be designed to include bus transfer, kiss-and-ride, and park-and-ride lots to mitigate the impact of riders parking in the neighborhoods. Traffic signalization and channelization measures would be considered to facilitate traffic movement in the station areas. Measures to prevent spillover onto adjacent streets would also be evaluated (see Traffic and Parking mitigation measures). |
| **ACQUISITION AND DISPLACEMENT OF EXISTING USES** | | |
| 5.5.2 Acquisition Impacts | The UPRR and SPRR mainline rights-of-way would be affected by the proposed project. RT will buy the rights-of-way in fee or buy an easement. Twelve acquisition sites would be required. | RT will comply with federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 and the State of California Relocation Act in acquiring property for public use. |
| 5.5.3 Relocation Impacts | The proposed project would require relocating 17-20 businesses that employ 73-130 employees. If the Meadowview Station were developed to capacity, 12 houses would be affected. Three additional houses would be affected along the Elk Grove Extension. | RT will develop and implement a relocation plan that follows the federal and state guidelines described under acquisition impacts. |
| **PUBLIC SAFETY AND SECURITY** | | |
| 5.6.2 Impacts to Police Protection Services | During operation, increased accidents at grade crossings and thefts and vandalism at park-and-ride lots would accompany the implementation of the proposed project. | RT will evaluate its security staff requirements commensurate with the service expansion and consider increasing staffing levels. RT will coordinate meetings with the relevant police departments and ensure that their concerns regarding safety of design features are incorporated into the LRT facilities as appropriate. |

| Impact Area | Impact | Proposed Actions |
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| **VISUAL AND AESTHETIC RESOURCES** | | |
| 5.7.2 Direct Connector Ramps/Flyover Structures | The proposed project would have flyover structures reaching a maximum elevation of 23 feet at the following locations: Morrison Creek, SR 99/ Calvine Road, and SPRR/Grant Line Road. The structures would add a new visual element to the skyline. | Design of the flyover will be as streamlined and cost-effective as possible. However, the cumulative effect of the flyover structures cannot be fully resolved until design and evaluation is conducted during the preliminary engineering phase. |
| 5.7.5 Park-and-ride Structures | Light and glare that would emanate from park-and-ride lots and the proposed LRT maintenance facility at Franklin Boulevard may affect nearby residences. | Design of LRT facilities would include visual barriers and/or light shields to diffuse light away from nearby residences. |
| **CULTURAL RESOURCES** | | |
| 5.8.2 Disturbance and/or Destruction of Undiscovered Prehistoric and Historic Properties | Buried cultural resources may be uncovered at park-and-ride sites within the City of Sacramento, within downtown Elk Grove, and along Strawberry and Laguna Creeks. | The preliminary engineering phase will include archaeological and cultural investigations. If buried cultural resources are uncovered during construction of the proposed project, a qualified archeologist would be brought in to determine the significance of the found materials and satisfy Section 106 requirements. |
| 5.8.3 Impacts to Historic Railroad Properties and Historic Sites | The UPRR, SPRR (mainline), and Sacramento Valley Railroad alignments have been formally recorded as historic sites that fall within the Area of Potential Effect of the proposed project. Additionally, historic sites have been recorded at the proposed Meadowview Rd and Elk Grove Blvd park-and-ride lots. | Relocation of the mainline railroad track would be within the existing right-of-way and would not require additional mitigation. LRT project design will include efforts to avoid the historic sites at park and ride lots. If historic sites cannot be avoided, the site will be examined and a detailed research plan prepared and implemented to preserve the integrity of the historic site's character. |
| 5.8.4 Demolition or Relocation of National Register Potentially Eligible Historic Structures | The proposed project along the Elk Grove extension would require removal of a historic complex at the proposed SPRR/Bond Rd park-and-ride lot. | If the historic complex is impacted after further design efforts, the property would be recorded according to Historic American Building Survey guidelines and Section 106 requirements in consultation with the State Office of Historic Preservation (SHPO). |

| Impact Area | Impact | Proposed Actions |
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| 5.8.5 Altering the Integrity of Historic Properties in the Project Right-of-Way. | The proposed project may affect 24 historic structures along the UPRR alignment and six historic properties along the Elk Grove extension. | If historic structures and associated buildings or landscape features are affected after further project design efforts, they will be placed in an Environmentally Sensitive Zone and will be avoided during construction. Section 106 requirements will be satisfied in consultation with SHPO. |
| 5.8.7 Alteration or Loss of Integrity to Historic Structures, Neighborhoods, or Districts | The proposed 21st Street Station would be within the viewshed of the surrounding historic areas. | The station will be designed to be compatible with the surrounding historic neighborhoods to the extent feasible. RT will consult with the City's Design Review Board, local historic societies and neighborhood associations during the design phase. |
| **PARKLANDS/SECTION 4(F) ANALYSIS** | | |
| 5.9.2 Taking or Altering Parkland, Recreational, and Cultural Properties | The proposed project may affect historic properties that are found along the LRT alignment. If any historic property is directly affected by the construction of the proposed project and is found eligible for the National Register, a Section 4(f) evaluation would be required and US Department of Transportation approval would be obtained. | If historic properties cannot be avoided, RT will implement the project in concurrence with Section 4(f) mitigation measures developed in consultation with park property owners/agencies. |
| 5.9.3 Indirect Impacts to Parklands | Construction activities may temporarily affect activities at Airport Park near the UPRR alignment north of 47th Ave. | Construction mitigation measures will be defined during the preliminary engineering phase to control dust and particulate matter. |
| **GEOLOGY, SOILS, AND SEISMICITY** | | |
| 5.10.2 Seismic Hazards<br>5.10.3 Expansive or Low-strength Soils and Shallow Groundwater | The entire alignment of the proposed project may be susceptible to secondary seismic hazards, including liquefaction, expansive or low-strength soils, and shallow groundwater. | Design and construction of the proposed project would comply with appropriate seismic zone requirements of the most recent edition of the Uniform Building Code. Site specific compaction/consolidation and shallow/ perched groundwater table investigations for all retained fill and aerial/bridge support structures would be performed in final design. |

| Impact Area | Impact | Proposed Actions |
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| **HYDROLOGY AND WATER QUALITY** | | |
| 5.11.2 Exposure to Flooding<br>5.11.3 Runoff Generation<br>5.11.4 Water Quality | The segments of the proposed LRT alignment that are not embanked, particularly those along Unionhouse, Strawberry or Laguna Creeks, would risk flood exposure and erosion impacts. | During preliminary engineering and final design, site and structural designs will be reviewed by the City and County flood control/public works agencies. In addition, a Storm Water Pollution Prevention Plan will be developed in compliance with a NPDES permit from the Regional Water Quality Board. |
| 5.12.2 Impact on the Burrowing Owl | Construction of the proposed project may affect the Burrowing Owl, a Species of Special Concern, due to burrows found in the UPRR right-of-way south of Florin Road. Thirty-seven Burrowing Owls were observed in this area during field reconnaissance. | During the preliminary engineering phase, more detailed impact analysis and evaluation of potential mitigation measures to avoid or lessen impacts to Burrowing Owls would be conducted in coordination with state and federal wildlife agencies. Relocating Burrowing Owls may be necessary. |
| 5.12.3 Impact on Swainson's Hawk | Approximately 34 acres of foraging habitat of the Swainson's Hawk, a Category 3 Candidate Species, along the UPRR alignment south of 47th Ave and along the Elk Grove Extension north of Sheldon Rd may be affected by construction of proposed project. | During the preliminary engineering phase, more detailed analysis of the extent of the impact on the Swainson's Hawk would be undertaken in coordination with state and federal agencies. Foraging habitat may have to be replaced if impact cannot be avoided. |
| 5.12.4 Tricolored Blackbird | Disturbance of the Tricolored Blackbird, a Species of Special Concern, during nesting or removal of habitat due to construction activities would be a significant impact. Two nesting colonies were observed between Calvine and Sheldon Roads along the SPRR mainline right-of-way during field reconnaissance. | During the preliminary engineering phase, construction activities will be scheduled to occur outside the nesting season, if possible. RT will consult with the California Dept of Fish and Game and the US Fish and Wildlife Service to identify and implement requisite mitigation strategies. |
| 5.12.5 Purple Martin, Swallows, and Swifts | The Purple Martin, a Species of Special Concern, and other swallows and swifts are found along the UPRR alignment. Construction activities could affect these birds during nesting season. Two Barn Swallows, 20 Purple Martins and two to three pairs of Purple Martins were observed along the UPRR right-of-way during field reconnaissance. | During the preliminary engineering phase, construction activities will be scheduled to occur outside the nesting season if possible. A Memorandum of Understanding may be required with the California Dept. of Fish and Game to monitor the effects of construction disturbance on nesting activity. |

| Impact Area | Impact | Proposed Actions |
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| 5.12.7 Riparian Habitat | Construction of the proposed project south of Calvine Road along the SPRR alignment could disturb the riparian habitat of cottonwoods, valley oaks, and willows. | During the preliminary engineering phase, construction would be planned to avoid these habitats, if possible. If this is not possible, buffers would be established to minimize construction impacts and to protect the existing riparian resources. |
| 5.12.8 Wetlands | Construction of the proposed project may affect 3.32 acres of wetlands along the UPRR MOS alignment and 2.43 acres along the Elk Grove extension. | During the preliminary engineering phase, avoidance of wetlands during construction of the proposed project will be implemented if possible. Otherwise, RT will initiate consultation with the US Corps of Army Engineers and apply for a Section 404 permit. |
| 5.12.9 Oak and Other Native Trees | Over 139 oak trees and 204 native trees may be affected by construction of the proposed project along the UPRR alignment and the Elk Grove extension. | During preliminary engineering, project design would attempt to avoid or minimize impacts to native trees. RT would comply with city and county codes if required. |
| **NOISE AND VIBRATION** | | |
| 5.14.2 Construction Noise<br>5.14.3 and Construction Vibration | Construction noise related to implementing the proposed project would affect over 200 residential units located within 250 feet of the LRT alignment. | During preliminary engineering, RT will evaluate the construction schedule and equipment muffling measures to avoid or minimize noise impact to affected residents. |
| **HAZARDOUS MATERIALS** | | |
| 5.15.2 Subsurface and Shallow Groundwater Contamination Impacts | Contaminated soil may be encountered along the proposed LRT alignment at the existing UPRR yard near Sutterville Rd, at the proposed 47th Ave and Grant Line Rd Stations. | During preliminary or final engineering, RT would conduct a Phase I environmental assessment at these sites. If hazardous materials are found, RT would contact the Sacramento County Environmental Health Management Division to determine the appropriate remedial actions to meet County and state guidelines. |
| 5.15.3 Toxic Airborne Emissions | Accidental releases of potentially toxic airborne emissions from industrial facilities may be encountered at the proposed 47th Ave and Grant Line Rd Station areas. | During preliminary or final engineering, RT will evaluate the potential for release of toxic airborne emissions and coordinate with nearby industrial facilities making use of chemicals that could become airborne and local emergency service agencies regarding emergency response plans. |

| Impact Area | Impact | Proposed Actions |
|---|---|---|
| 5.15.4 Building Demolition<br>5.15.5 Rail Removal Impacts | Demolition of structures at the proposed 47th Ave and Florin Rd Station areas and removal of existing railroad track may expose construction workers to asbestos containing building materials, remnant hazardous materials, or contaminated soils. | During preliminary engineering, measures will be defined to address what to do if hazardous materials are encountered, including contacting the Sacramento County Environmental Health Management Division and taking appropriate remedial actions to meet County and state guidelines. |
| **UTILITIES** | | |
| 5.16.4 Sanitary Sewer Impacts<br>5.16.5 Oxygen Line Impacts | Construction of the proposed Franklin Blvd Station park-and-ride lot may affect the underlying City sewer and the Sacramento Regional Sanitation District oxygen lines. | During preliminary engineering, RT will consult with the City and the Regional Sanitation District to determine whether sewer or oxygen lines will have to be relocated and agency to be responsible for such relocation. |
| 5.16.6 MCI Fiber Optic Cable Impacts<br>5.16.7 Sprint Optic Cable Impacts | MCI and Sprint fiber optic cables that parallel the UPRR railroad tracks would be affected by LRT construction activities. | RT will coordinate with MCI, Sprint and UPRR to relocate segments of the underground fiber optic cable that would be directly affected by project implementation. |
| 5.16.8 SMUD Transmission Tower Impacts | The Sacramento Municipal Utility District has three transmission line towers on the site of the proposed Meadowview Rd Station area that would require relocation. | RT will work with SMUD to ensure that transmission towers are relocated if necessary to the edge of the proposed park-and-ride lot. |