

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
16	12/14/09	Open	Action	12/04/09

Subject: Approving and Filing the CEQA Addendum/NEPA Re-evaluation for the South Sacramento Corridor Phase 2 Project

ISSUE

Whether to Approve and File the CEQA Addendum/NEPA Re-evaluation for the South Sacramento Corridor Phase 2 (SSCP2) Project.

RECOMMENDED ACTION

Adopt Resolution No. 09-12-___ Approving and Filing the CEQA Addendum/NEPA Re-evaluation for the South Sacramento Corridor Phase 2 Project.

FISCAL IMPACT

None from this item.

DISCUSSION

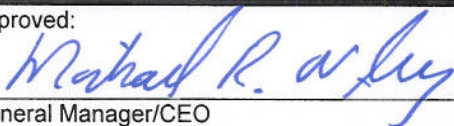
On October 27, 2008, the RT Board of Directors certified the SSCP2 Project Subsequent Final Environmental Impact Report (SFEIR) and approved the project pursuant to the California Environmental Quality Act (CEQA). On September 23, 2006, the FTA approved the Supplemental Final Environmental Statement (SFEIS) prepared pursuant to the National Environmental Policy Act (NEPA), and issued a Record of Decision (ROD) on December 18, 2008. Subsequently, minor project design changes have been identified as necessary to meet the Project objectives, resulting in the need for several partial property acquisitions to be amended to full acquisitions, and additional properties being identified for full or partial acquisition. Modified property acquisitions are needed for the following purposes:

- Relocation of PG&E Easement - 14 parcels (see table below)
- Extension of Tail Tracks - existing Irrevocable Offer of Dedication (APN No. 117-0140-006)
- Track Alignment - 053-0141-016 and 053-0141-020
- Substation #10 relocation - APN No. 017-0131-021

CEQA Guidelines Section 15164(a) provides, "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions to the EIR are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum to an EIR need not be circulated for public review but may be included in or attached to the final EIR. CEQA Guidelines Section 15164(c).

Approved:

General Manager/CEO



Presented:

Director of Planning

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A CEQA Addendum and NEPA Re-evaluation have been prepared in accordance with the applicable CEQA and NEPA Guidelines. The present action is intended to satisfy the CEQA requirement that the Addendum to the SFEIR be received and considered by the Regional Transit Board of Directors prior to its attachment to the SFEIR. The NEPA Re-evaluation has been submitted to FTA for review and approval.

Background: As indicated above, the present action addresses minor design changes, including the need for property acquisitions along the SSCP2 alignment proposed after the certification of the Final EIR/EIS. One property previously identified as a “partial take” will need to be fully acquired for placement of a Traction Power Substation (TPSS) identified in the SFEIR. Several other full or partial takes will be needed to satisfy the PG&E gas line relocation requirements. The work to relocate this gas line was addressed in the original EIR, but not in the specific location that was subsequently negotiated with PG&E. Thus, the gas line will remain in the corridor, as analyzed in the SFEIR, but will not result in any significant new impacts. In addition, the original environmental clearance did not identify a 400-foot extension of tail track at Cosumnes River College. However, as the tail tracks are being integrated within the project and existing right-of-way, there are no additional impacts to this aspect of the project. The amended list of properties includes:

Table 1
Parcels Proposed for Acquisition for the SSCP2 Revised Project

<u>Full Acquisition</u>		<u>Partial Acquisition</u>	
Assessor's Parcel Number	Property Owner	Assessor's Parcel Number	Property Owner
053-0104-037	Davis	053-0104-040	Yang
053-0104-035	Pang	053-0141-016	Xiong & Yang
053-0104-032	Heirs of Hill	053-0141-020	Barajas
053-0104-031	Heirs of Hill	053-0104-041	Chavez
053-0104-028	Hang	053-0093-026	Lutz
053-0104-027	State of California	053-0093-008	Meza
053-0104-026	Meza	053-0093-009	Pereira
117-0131-021	IJAZ	053-0093-010	Singh
		053-0093-011	Lor
		049-0084-023	Sacramento Regional Transit District
		117-0140-006	Los Rios Community College District

Source: Sacramento Regional Transit District, September 2009.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
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Subject: Approving and Filing the CEQA Addendum/NEPA Re-evaluation for the South Sacramento Corridor Phase 2 Project

CEQA Guidelines require that a lead or responsible agency examine the changes that occur after the certification of an EIR or Negative Declaration to determine whether the changes are sufficiently substantial to warrant a Subsequent EIR. The changes would have to:

- Identify new, significant environmental impacts
- Identify an increase in severity for a previously known environmental impact, or
- Uncover new information that could not reasonably have been known at the time the FEIR was certified, and which substantially alters the environmental circumstances of the project.

The inclusion of these properties due to these minor changes has been reviewed to determine whether any new hazardous materials, wetlands, water quality, historic architectural resources, cultural resources, transportation impacts, or other considerations would be identified or rise to a higher level of significance than originally analyzed and evaluated in the SFEIR/SFEIS.

The factors also considered included the likelihood of property acquisitions triggering displacements or relocations of occupants. Several occupied properties are included in the list in Table 1, however the property required for the PG&E right-of-way are only partial takes, in the form of easements. This will be accommodated without disturbing nearby structures. One property now proposed for full acquisition was previously identified as a partial acquisition and is currently vacant. Therefore the acquisition of the properties will not involve any displacement or relocation.

Based on the review in the attached CEQA Addendum (Exhibit A), the revised project would not result in any new significant environmental effects, would not trigger any mitigation measures not already being carried out as part of the project, and does not require any additional environmental review.

The Re-evaluation and supporting materials were submitted to FTA on November 9, 2009. FTA is expected to approve the Re-evaluation by December 14, 2009.

RECOMMENDATION

Staff recommends approval and filing of the CEQA Addendum/NEPA Re-evaluation for the South Sacramento Corridor Phase 2 Project attached as Exhibit A.

RESOLUTION NO. 09-12-_____

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

December 14, 2009

**APPROVING AND FILING THE CEQA ADDENDUM/NEPA RE-EVALUATION FOR
THE SOUTH SACRAMENTO CORRIDOR PHASE 2 PROJECT**

WHEREAS, on October 27, 2008, the Sacramento Regional Transit District (RT) Board of Directors adopted Resolution No. 08-10-0145, certifying the Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR) for the South Sacramento Corridor Phase 2 Project (the Project) pursuant to the California Environmental Quality Act (CEQA) (Public Resource Code §21000) and its implementing regulations (CEQA Guidelines, 14 CCR §15000 et seq.), and the procedures adopted by RT pursuant thereto; and

WHEREAS, on September 23, 2008, the Federal Transit Administration (FTA) approved the SFEIS pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C.A. §4201 et seq.) and its implementing regulations (40 C.F.R. §1500 et seq.; 23 C.F.R. §771 et seq.), and issued a Record of Decision on December 18, 2008; and

WHEREAS, subsequent to these actions, RT determined that several minor changes to the Project were necessary to achieve RT's objectives for the Project, specifically: 1) relocation of a PG&E gas pipeline off of the UPRR right of way ; 2) extension of 400 feet of tail track at Cosumnes River College station; 3) minor track alignment changes; and 4) a new location for traction power substation #10; and

WHEREAS, pursuant to CEQA, RT undertook an analysis to determine if the proposed changes to the Project necessitate preparation of a subsequent EIR.

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, pursuant to Section 15164(c) of the CEQA Guidelines, RT prepared a CEQA Addendum and NEPA Re-Evaluation, dated December 1, 2009 (Exhibit A), to analyze whether proposed changes to the Project necessitate preparation of a subsequent EIR.

THAT, pursuant to the CEQA Guidelines, the RT Board of Directors finds that the changes to the Project are minor and that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred because the proposed changes (as further discussed in Exhibit A): (a) are not substantial and do not require major revisions to the Project's SFEIR/SFEIS; (b) do not create new significant environmental effects or an increase in the severity of the previously identified environmental effects; (c) do not create substantial changes with respect to the circumstances under which the project is undertaken; and (d) there is no new information of substantial importance that was not known or could have been known at the time the Project's SFEIR/SFEIS was certified that shows the changes could create significant effects

not previously discussed, increase the severity of the previously identified effects, or require analysis or adoption of new mitigation measures or alternatives.

THAT, the Board has considered the information contained in the Addendum.

THAT, the CEQA Addendum/NEPA Re-evaluation for the SSCP2 Project reflects the independent judgment of the RT Board.

THAT, in accordance with Section 15162 of the CEQA Guidelines, the RT Board of Directors hereby approves the Addendum to the Project SFEIR/SFEIS, which is attached hereto and incorporated herein as Exhibit A.

THAT, the CEQA Addendum/NEPA Re-Evaluation is intended to serve as the written reevaluation called for by 23 CFR Section 771.129.

THAT, the CEQA Addendum/NEPA Re-Evaluation shall be attached to the SFEIR/SFEIS for the Project.

STEVE COHN, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

**SACRAMENTO REGIONAL TRANSIT DISTRICT
SOUTH SACRAMENTO CORRIDOR PHASE 2
CEQA ADDENDUM AND NEPA RE-EVALUATION**

Prepared for:

Sacramento Regional Transit District
1400 29th Street
P.O. Box 2110
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Prepared by:

PBS&J
1200 2nd Street
Sacramento, CA 95814

December 1, 2009

Sacramento Regional Transit District South Sacramento Corridor Phase 2 CEQA Addendum and NEPA Re-evaluation

Introduction

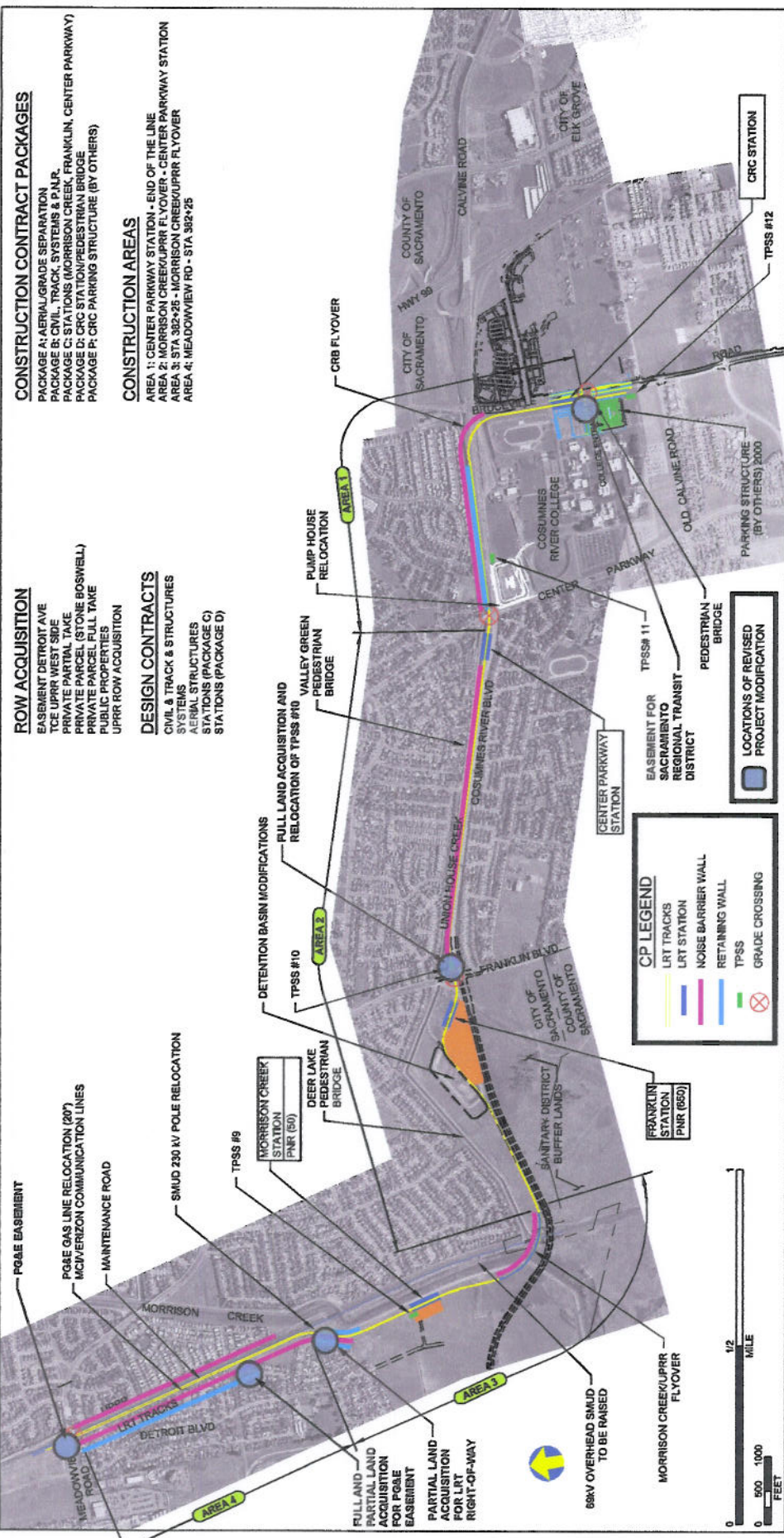
The South Sacramento Corridor Phase 2 (SSCP2) project consists of the construction of an additional new Light Rail Transit (LRT) line that would extend light rail transit services from the existing Meadowview LRT Station in South Sacramento south along the existing Union Pacific Railroad (UPRR) alignment, within the UPRR right-of-way, and east along Cosumnes River College Boulevard to the Cosumnes River College (CRC) campus (see Figure 1). The project includes 4.3 miles of new dual LRT tracks and four new stations. The SSCP2 will begin construction in 2010 and LRT service is expected to begin along the new extension by 2012.

The Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR), prepared for the SSCP2 project in September 2008, identified three alternatives to the proposed project: the No-Build Alternative, the Transportation Systems Management (TSM) Alternative, and the Locally Preferred Alternative Phase 2 (LPAP2) Alternative. The No-Build Alternative included future baseline highway and transit networks and improvements currently planned and programmed for funding. The TSM Alternative included the future baseline highway network with the addition of high-frequency bus service along State Route 99 (SR-99) and Interstate 5 (I-5), a high frequency bus route connecting the Elk Grove/Lent Ranch area to CRC and the Meadowview LRT Station, and a transit center at CRC for enhanced bus service and a park and ride lot. The LPAP2 Alternative was defined as Phase 2 of the South Sacramento Corridor LRT Extension.

At the conclusion of the SFEIS/SFEIR process, the LPAP2 Alternative was designated the Preferred Alternative. This alternative (Phase 2 of the South Sacramento Corridor) includes construction of a dual light rail track alignment originating south of the existing Meadowview LRT Station in South Sacramento, extending south along the UPRR alignment, continuing east along the northern side of Cosumnes River Boulevard, south on the western side of Bruceville Road, and terminates at Cosumnes River College (CRC).

The project includes four stations:

- Morrison Creek Station (with a park-and-ride lot for 50 spaces);
- Franklin Boulevard Station (with a park-and-ride lot for 650 spaces);
- Center Parkway Station, north of Cosumnes River Boulevard west of the Center Parkway intersection; and
- Cosumnes River College, immediately north of the campus' east entrance (with a park-and-ride structure with 2,000 spaces).



CONSTRUCTION CONTRACT PACKAGES

- PACKAGE A: AERIAL/GRADE SEPARATION
- PACKAGE B: CIVIL, TRACK, SYSTEMS & P.A.R.
- PACKAGE C: STATIONS (MORRISON CREEK, FRANKLIN, CENTER PARKWAY)
- PACKAGE D: CRC STATION/PEDESTRIAN BRIDGE
- PACKAGE P: CRC PARKING STRUCTURE (BY OTHERS)

CONSTRUCTION AREAS

- AREA 1: CENTER PARKWAY STATION - END OF THE LINE
- AREA 2: MORRISON CREEK/UPRR FLYOVER - CENTER PARKWAY STATION
- AREA 3: STA 382+25 - MORRISON CREEK/UPRR FLYOVER
- AREA 4: MEADOWVIEW RD - STA 382+25

ROW ACQUISITION

- EASEMENT DETROIT AVE
- TCE UPRR WEST SIDE
- PRIVATE PARCEL TAKE
- PRIVATE PARCEL (STONE BOSWELL)
- PRIVATE PARCEL FULL TAKE
- PUBLIC PROPERTIES
- UPRR ROW ACQUISITION

DESIGN CONTRACTS

- CIVIL & TRACK & STRUCTURES
- SYSTEMS
- AERIAL STRUCTURES
- STATIONS (PACKAGE C)
- STATIONS (PACKAGE D)

CP LEGEND

- LRT TRACKS
- LRT STATION
- NOISE BARRIER WALL
- RETAINING WALL
- TPSS
- GRADE CROSSING

LOCATIONS OF REVISED PROJECT MODIFICATION

FIGURE 1
Revised Project Modification Locations



Feeder bus service will be oriented to serve stations along the LRT extension. The project analyzed in the SFEIS/SFEIR also includes four Traction Power Substations (TPSS), which will feed electricity from the Sacramento Municipal Utilities District (SMUD) power system to the LRT overhead catenary system. The TPSS locations are:

- TPSS#9 on the north boundary of the Morrison Creek Station;
- TPSS#10 at the southwest corner of the Franklin Station park-and-ride lot;
- TPSS#11 at the southeast corner of Cosumnes River Boulevard and Center Parkway or a site 600 feet east; and
- TPSS#12 in the vicinity of the tailtracks at CRC.

Grade-separated pedestrian/bike crossings will be constructed at the Franklin and Center Parkway stations. The light rail line will be grade separated at Meadowview Road, Franklin Boulevard, and Cosumnes River Boulevard. Vehicle maintenance will occur at RT's central LRT maintenance facility. RT has acquired additional LRT vehicles to operate on the SSCP2 extension.

The Federal Transit Administration (FTA) approved the SFEIS on September 23, 2008 and issued a Record of Decision on December 18, 2008. The RT Board approved the SFEIR on October 27, 2008 for the SSCP2 project.

Description of Changes

Subsequent to the approval of the SFEIS/SFEIR for the SSCP2, changes to the LPAP2 are being proposed by RT. Because these changes were not discussed in the SFEIS/SFEIR, the proposed modifications require further environmental evaluation in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The Revised Project (defined as the LPAP2 approved in 2008 and the currently proposed modifications listed below) have been evaluated in this Addendum and Re-evaluation, pursuant to the *Code of Federal Regulations* (CFR) 23 CFR Section 771.129 (*Re-evaluations*), and pursuant to the *CEQA Guidelines Section 15164 (Addenda)*. As a result of this evaluation, RT has concluded that no new significant impacts or substantial increases in the severity of previously identified significant effects would result from the Revised Project as proposed.

This Addendum and Re-evaluation summarize the conclusions presented in the SFEIS/SFEIR, analyze the new proposal in light of that information and other information now available, and conclude that the Revised Project is within the scope of previous environmental analyses, would not result in any new significant environmental effects, would not trigger any mitigation measures not already being carried out as part of the SSCP2 project, and would not require additional environmental review.

The Revised Project is shown in Figure 1 – Revised Project Location Map. The Revised Project includes:

- Identification of parcels to accommodate a PG&E easement (see shaded cells in Table 1);
- Identification of parcels (partial take) to expand the LRT right-of-way (see Table 1);
- Relocation of TPSS#10 from the east side of the Franklin Station and park-and-ride lot to the southwest corner of Franklin Boulevard and Cosumnes River Boulevard;
- Full acquisition, instead of partial acquisition, of the relocated TPSS#10 parcel (see Table 1); and
- Extension of the tailtracks 400 feet to the south within the CRC campus.

**Table 1
Parcels Proposed for Acquisition for the SSCP2 Revised Project**

<u>Full Acquisition</u>		<u>Partial Acquisition</u>	
<u>Assessor's Parcel Number</u>	<u>Property Owner</u>	<u>Assessor's Parcel Number</u>	<u>Property Owner</u>
053-0104-037	Davis	053-0104-040	Yang
053-0104-035	Pang	053-0141-016	Xiong & Yang
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053-0104-031	Heirs of Hill	053-0104-041	Chavez
053-0104-028	Hang	053-0093-026	Lutz
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053-0104-026	Meza	053-0093-009	Pereira
117-0131-021	IJAZ	053-0093-010	Singh
		053-0093-011	Lor
		049-0084-023	Sacramento Regional Transit District
		117-0140-006	Los Rios Community College District

Source: Sacramento Regional Transit District, September 2009.

Corrections to the SFEIS/SFEIR Considered under the LPAP2 Project

The second sentence in the fourth full paragraph on page 5-5, Chapter 5 of the SFEIS/SFEIR erroneously states that “one residential wood-framed building may be removed.” The SFEIS/SFEIR intended to state that two residential wood-framed buildings may be removed. Construction impacts on both structures would result in temporary impacts on aesthetics, air quality, hazardous wastes, water

quality, energy, neighborhoods and businesses, and noise and vibration. Impacts on these structures have been evaluated in the SFEIS/SFEIR and can be found in 5-6 to 5-33 of the SFEIS/SFEIR. Thus, no additional analysis is required.

Analysis

Based on a review of the proposed changes to LPAP2, it appears that the environmental clearance pursuant to CEQA can be achieved through an Addendum to the Environment Impact Report that was certified in September 2008. An Addendum is the appropriate CEQA environmental document to describe minor changes in the project description (the Revised Project). One property now proposed for full acquisition was previously identified as a partial acquisition and is currently vacant (IJAZ property). The IJAZ parcel, in addition to the seven other parcels identified in Table 1 for full takes (including Davis, Pang, Heirs of Hill [two parcels], Hang, State of California, and Meza) are vacant lots and would not involve displacement and relocation of residences or businesses. The properties proposed for partial acquisition are a mix of vacant and occupied parcels, and would also not involve any displacement or relocations. Therefore, the proposed PG&E easement and full and partial acquisition of the properties to accommodate the LRT right-of-way and the tailtrack extension would not involve any displacement or relocation.

The modifications to the SSCP2 project associated with the Revised Project would not change the impacts discussed in the SSCP2 SFEIS/SFEIR, because these modifications would occur within the same corridor, and the proposed physical changes (i.e., the relocation of TPSS#10 and the tailtrack extension) are immediately adjacent to the alignment previously assessed in the SFEIS/SFEIR. Long-term operational effects on transportation and traffic; agriculture; air quality; electromagnetic fields (EMF) and electromagnetic interference (EMI); geology, soils, and seismicity; hazardous waste; mineral and energy resources; public services and facilities; parks and recreation; and safety and security would remain essentially the same as described in the SFEIS/SFEIR. Short-term construction effects on agriculture; air quality; biological resources; cultural resources; employment; geology, soils and seismicity; hazardous waste; hydrology, floodplain and water quality; land use; mineral and energy resources; neighborhoods and businesses; parks and recreation; public services and facilities; safety and security; transportation and traffic; and utilities would also remain essentially the same as described in the SFEIS/SFEIR.

No new construction or changes in circumstances to the SSCP2 corridor have resulted in a change to the baseline conditions presented in the SFEIS/SFEIR. The Revised Project includes a combination of modifications to SSCP2 project that would not result in additional construction. The SFEIS/SFEIR analyzed the impacts from the PG&E gas line. Subsequent negotiations with PG&E resulted in the line being moved immediately adjacent to the project right-of-way, but still within the boundary of the original analysis. Thus, inclusion of the parcels for the PG&E easement and LRT right-of-way as part of the Revised Project would not result in new construction within the SSCP2 corridor, so that no construction impacts would affect these parcels. However, there would be construction impacts from the relocation of TPSS#10 and the extension of the tailtracks, as described later in this document.

Effects on long-term operational aesthetics; biological resources; cultural resources; floodplain and water quality; land use and planning; noise and vibration; and utilities are discussed below. Short-term construction effects are discussed later and include aesthetics; biological resources; cultural resources; and noise and vibration.

Long-Term Operational Effects

Aesthetics

The Revised Project would include the relocation of TPSS#10 from the east side of the Franklin Station and park-and-ride lot to the northeast corner of Franklin Boulevard and Cosumnes River Boulevard, and the extension of the LRT tailtracks approximately 400 feet to the south on the east side of Bruceville Road within the CRC campus. The northeast corner of Franklin Boulevard and Cosumnes River Boulevard where the TPSS#10 site would be located will accommodate the Franklin Boulevard LRT Flyover and footings. The TPSS#10 site is undeveloped and is separated from residences to the north by Union House Creek and fencing. South of the TPSS#10 site are residences that are separated from the TPSS site by the Cosumnes River Boulevard right-of-way and a soundwall on the south side of Cosumnes River Boulevard. Areas further to the west and southwest are currently undeveloped; however, the Franklin Station and park-and-ride lot will be at the northwest corner of the Franklin Boulevard and Cosumnes River Boulevard intersection. The Traction Power Substation is a 15' X 42' X 10' high grounded enclosure that provides Direct Current (DC) power to the light rail vehicles. The relocation of TPSS#10 from the Franklin Station site to the northeast corner of Cosumnes River Boulevard and Franklin Boulevard would not change the overall visual character and quality of the immediate area, as the facility would be a utility structure that would be visually compatible with the Sacramento Municipal Utility District substation west of the site, and with the utility poles, street lighting, and signals in the immediate area.

The tailtracks are proposed to be extended approximately 400 feet to the south within the CRC campus. This extension is within the right-of-way provided by CRC for this project., thus no additional land takings are required for the extension. Additional construction will be required to install the track bed, tracks and stub, as well as overhead catenary and poles. However, this activity will be integrated into the schedule for the light rail station and parking facility, so no significant additional construction impacts will result. The tail track facility will be integrated visually into the overall station design and the parking structure, so that it will be visually and functionally compatible with the overall project, and would not change the overall character or visual quality of the area.

As described in the SFEIS/SFEIR, no substantially adverse impacts from the addition of the Franklin Boulevard LRT Flyover would occur because project facilities such as the LRT structure and catenary poles and wires would not be inconsistent with the existing roadway intersection, traffic signals and utilities. Thus, the proposed relocation of TPSS#10 from the Franklin Station to the northeast corner of Franklin and Cosumnes Boulevards would also be consistent with the surrounding area and future project components. The relocation of TPSS#10 would not result in a substantial adverse visual impact.

Although not required for this particular location, implementation of Mitigation Measure V&A-2, which calls for RT to incorporate landscaping into the final design to soften views of LRT stations, park-and-ride lots, and substations would further reduce this less-than-significant visual impact.

The SFEIS/SFEIR states that no scenic views are currently available from the future site of the Cosumnes River College Station and Parking Structure. The extension of the tailtracks 400 feet to the south at this location would be within the boundaries of the existing CRC campus and adjacent to the parking structure. Although residences are located just the south at the southwest corner of Bruceville Road and Old Calvine Road, views to the tailtrack extension would be blocked by an existing raised embankment surrounding the entire CRC campus. As mentioned above, Mitigation Measure V&A-2 would apply to the area surrounding the tailtracks at the CRC Station to soften views from campus visitors. Therefore, the proposed tailtrack extension would not result in substantial adverse visual impacts.

In summary, no additional long-term operational effects on aesthetics would occur under the Revised Project with the PG&E easement, the full and partial takes, the relocation of the TPSS, and the extension of the tailtracks.

Biological Resources

Impacts on Wetlands. The project site was visited by a PBS&J biologist on September 8, 2009. Based upon a review of the SFEIS/SFEIR, and observations during the field visit, the project site contains several wetland types that would be subject to the Army Corps of Engineers jurisdiction including freshwater emergent marsh, vernal pools, seasonal wetlands, Morrison Creek, and Union House Creek. However, the proposed modifications all occur within the boundaries of the biological resources study area evaluated in the SFEIS/SFEIR for this project, and no wetland features were observed that were not already identified in the SFEIS/SFEIR. Changes in the footprint of the project do not encroach on wetlands that were not already affected under the proposed project; therefore, the Revised Project would have no additional adverse effect on wetlands.

Impacts on Ecologically-Sensitive Areas and Endangered Species. On September 8, 2009, a PBS&J biologist conducted a reconnaissance-level biological survey at the SSCP2 project site. The survey consisted of walking the entire extent of the areas where changes related to the Revised Project would occur. The survey included the evaluation of the revised footprint for any special-status species known from the region, any nesting birds protected under the Migratory Bird Treaty Act, roosting bats, and wetlands.

As described in the SFEIS/SFEIR, the SSCP2 corridor contains potential habitat for a variety of special-status species including federally listed vernal pool crustaceans, valley elderberry longhorn beetle, western pond turtle, giant garter snake, white-tailed kite, northern harrier, Cooper's hawk, Swainson's hawk, burrowing owl, and loggerhead shrike. Changes to the project footprint resulting from the Revised Project occur in areas that were examined and evaluated in the SFEIS/SFEIR.

During the site reconnaissance, no new habitats or special-status species were observed. Additionally, areas where changes to the LPAP2 are proposed do not contain habitat for any of the special-status species evaluated in the SFEIS/SFEIR.

Based on the survey, no additional sensitive biological resources are present at the SSCP2 corridor, beyond those already evaluated in the SFEIS/SFEIR. Therefore, implementation of the Revised Project would have no adverse effects on sensitive biological resources.

Cultural Resources

Compliance with Section 106 of the National Historic Preservation Act (NHPA) was required for the SSCP2 project. Therefore, in accordance with the NHPA, an area was delineated and identified in the SFEIS/SFEIR around the SSCP2 corridor to encompass potential direct and indirect effects on cultural resources that might occur within the area. This delineation and investigation of cultural resources originally occurred in 2003 when the SFEIS/SFEIR was prepared. Both an architectural and archaeological area of potential effects (APE) were delineated by FTA in consultation with the State Historic Preservation Office (SHPO). The areas affected by the additional property acquisitions and extension of the tailtracks associated with the Revised Project were reviewed against the original assessment to determine if there would be any additional impacts. The results of that comparison are described below.

Historic Architectural Resources. On October 7, 2009, a PBS&J Architectural Historian reviewed the Historic Resources Evaluation Report prepared by JRP Historical Consulting and incorporated into the SFEIS/SFEIR for the SSCP2 project, relative to the scope of the proposed changes to the project. JRP examined all of the building and structures in the Architectural APE that were built in or prior to 1957 and concluded that “none of the historic period resources within the APE appear to meet the criteria for listing on either the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR).”¹ While additional full and partial acquisitions and extension of the tailtracks are included in the Revised Project, all of the parcels affected by the project modifications fall within the original Architectural APE. Further, no additional historic-age resources are present within the APE that would need to be evaluated further. Thus, the Revised Project would have no direct or indirect effects on historic resources.

Two archaeological resources were originally identified within the APE.² Both were evaluated and determined ineligible for both the CRHR and NRHP. The additional project components of the Revised Project include one parcel outside the 2003 APE. This parcel was surveyed by a PBS&J archaeologist on October 1, 2009 and no cultural resources were identified (see Attachment A). Implementation of Mitigation Measures H&C-1 and H&C-2 from the SFEIS/SFEIR, which require that RT comply with

¹ JRP Historical Consulting Services, *Historic Resources Evaluation Report*, October 2003.

² Far Western Anthropological Research Group, Inc., *Cultural Resources Inventory for the South Sacramento Corridor Phase 2 Project*, June 2003.

the recommendations of a qualified archaeologist in the event of a discovery, would reduce potential impacts to archaeological resources to no adverse effect.

Floodplain and Water Quality

The parcels identified for the PG&E easement and the additional parcels required for the LRT right-of-way would be located in the vicinity of the Meadowview Road to Morrison Creek segment, as described in the SFEIS/SFEIR. This area lies within the 100-year floodplain, and would be subject to potential flooding from the Sacramento River due to the possibility of overtopping or failure of the river's south levee. The Army Corps of Engineers (ACOE) and the Sacramento Area Flood Control Agency (SAFCA) are currently working together on the South Sacramento County Streams (SSCS) project, which would raise levees, construct floodwalls, and build new levees in order to protect areas from flooding along Morrison, Union House, Florin, and Elder creeks. Construction of the project has begun and it is anticipated that all areas of 100-year floodplain will be removed as flood hazard areas, including the identified parcels to accommodate the PG&E easement and partial and full parcel takes needed for the LRT right-of-way. Construction of the SSCS project is anticipated to be completed before construction of the Revised Project.

The new location proposed for TPSS#10 site would fall within the 100-year floodplain, even after completion of the SSCS project. However, this facility would not be a habitable structure because it would only house the power-supply system for this portion of LRT tracks. Like Franklin Station, the proposed new location for TPSS#10 would be on the edge of a dedicated open space area known as the Bufferlands, which constitutes the only substantial area of undeveloped land in the vicinity of the Franklin Station. The Bufferlands is located within the 100-year floodplain. Implementation of Mitigation Measure WQ-2 as described in the SFEIS/SFEIR, which will incorporate designs into the project to minimize impacts of potential flooding on structures, would reduce the potential impact of flooding to less than significant. Designs may include raising the tracks, platforms and station improvements, and the proposed TPSS.

Lastly, the extension of the tailtracks 400 feet to the south on the east side of Bruceville Road would not fall within an identified floodplain zone. Therefore, no floodplain hazards would occur as a result of the extension of the tailtracks.

Similar to the project evaluated in the SFEIS/SFEIR, the proposed modifications would not pose an impact to water quality. As described in the SFEIS/SFEIR, the same best management practices (BMPs), identified in the Sacramento Stormwater Management Program, would be implemented to ensure water quality standards are met both during and after construction.

Land Use and Planning

The Revised Project would include parcels identified for the PG&E easement and for the LRT right-of-way. Table 1, above, identifies the proposed parcels for full and partial acquisition.

Of the parcels listed in Table 1, seven would require easements for the entire parcel and three would require easements to a portion of the parcel to accommodate the PG&E easement. Seven parcels would be partially acquired to accommodate the LRT right-of-way along the UPRR. The parcel where the TPSS#10 would be located was previously identified as a partial take (IJAZ property) in the SFEIS/SFEIR. Under the Revised Project, this parcel would require a full acquisition. For the tailtrack extension, a partial take would be necessary for one of the parcels within the CRC campus. No residences or businesses would be displaced or relocated under the proposed modifications.

RT would comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Act) for all land acquisition required for the PG&E easement and the LRT right-of-way. As described in the SFEIS/SFEIR, the Uniform Act, as amended, mandates that certain relocation services and payments be made available to eligible residents, businesses and non-profit organizations displaced by construction and operation of transit-related projects. The Uniform Act establishes uniform and equitable procedures for land acquisition, and provides for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federally and federally assisted programs.

Owners of private property have federal and state constitutional guarantees that their property will not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the "fair market value" of the property to be taken. Where acquisition and relocation are proposed, RT would follow provisions of the Uniform Act, as amended, and in conformance with all applicable regulations. All real property to be acquired would be appraised to determine its fair market value. An offer of just compensation, not less than the approved appraisal, would be made to each property owner.

As discussed in the SFEIS/SFEIR for the LPAP2 alignment, the proposed Franklin Boulevard Station and park-and-ride lot would convert the undeveloped Bufferlands to public right-of-way. RT will continue to coordinate with the City of Sacramento and the Sacramento Regional County Sanitation District (SRCSD) for authorization to use the Bufferlands area for construction of the proposed LRT station and park and ride lot (and now TPSS #10). These facilities would not encroach upon the Bufferlands or treatment plant-related constraint zones, as identified by land use management plans for the Bufferlands. RT would continue to coordinate with the corresponding agencies to ensure that the proposed transit facilities are developed in a manner consistent with the land use management policies identified in the Bufferlands Master Plan.

The SFEIS/SFEIR states that the new CRC Station and park and ride lot at the CRC campus would be compatible with existing land uses associated with the college and would provide students and employees improved access to the campus. The proposed tailtrack extension would occur on land currently used as a paved parking lot at CRC. Thus, the change from a parking lot to an LRT tailtrack extension would not be a significant change in land use, and the new tailtracks within the CRC campus would be compatible with the existing institutional/educational land uses. As described in the SFEIS/SFEIR, the SSCP2 project would also provide students and employees improved access to the campus and a transit link with other destinations, such as Sacramento City College, located further to

the north along the South Sacramento Phase 1 Corridor. Therefore, impacts associated with the tailtrack extension would not result in adverse effects on land use.

Noise and Vibration

As discussed in the SFEIS/SFEIR for the LPAP2 alignment, noise-sensitive receptors within 500 feet of the alignment, which includes the proposed PG&E easement and the LRT right-of-way parcels, the relocated TPSS#10 site, and the extension of the tailtracks, are primarily residential neighborhoods. The primary sources of operational noise associated with the Revised Project would be LRT operations. Noise levels recorded in project vicinity applicable to the proposed modifications indicate that baseline noise levels are between 60 to 64 dBA within the vicinity.³ With the LRT operations, the noise levels are expected to increase to levels between 68 to 70 dBA. This increase would be considered adverse and significant.

As described in the SFES/SFEIR, the primary mitigation to reduce potential noise impacts would be the construction of noise barriers and/or sound insulation. Mitigation Measure N&V-1, which calls for the construction of a wall to block the direct path between the noise sound and the receiver, would control noise from both rail and transportation systems. Mitigation Measure N&V-2 proposes sound insulation as an alternative to noise barriers in areas where they are impractical or where they would be excessively expensive. The purpose of Mitigation Measure N&V2 would be to improve the outdoor-to-indoor noise reduction. With implementation of Mitigation Measures N&V-1 and/or N&V-2, the long-term potential noise impacts on nearby residences would be reduced to less than significant.

Utilities

Construction of the Revised Project could affect underground and above-ground utilities within the corridor. As discussed in the SFEIS/SFEIR, RT will continue to plan and coordinate with utility providers during the preliminary engineering and final design to minimize or eliminate interruption in utility service to customers. A set of detailed plans will be submitted to utility providers for review and comment prior to any relocation work.

Some utilities may be moved to the edges of the LRT right-of-way. Where space within the right-of-way is not available, some utilities would be relocated within easements on adjacent properties. As described in the SFEIS/SFEIR, PG&E's 20-inch natural gas pipeline will require relocation outside of the UPRR right-of-way. As shown in Figure 4-17-1 of the SFEIS/SFEIR, the pipeline is primarily proposed to be relocated into the Detroit Boulevard right-of-way. The Revised Project identifies 10 parcels that would be affected by the PG&E easement.

The relocation of the pipeline would begin in the existing Meadowview Station where it would head west along the south edge of the station property. It would then cross Meadowview Road at the intersection of Detroit Avenue and turn south in Detroit Boulevard. The pipeline would travel beneath

³ South Sacramento Corridor Phase 2 Project FSEIS/FSEIR, September 2008, Table 4.12-4, p. 4-110.

the Detroit Boulevard right-of-way until its current terminus at the Stone-Boswell property. The pipeline would then exit the Detroit Boulevard right-of-way and turn east.

As described in the SFEIS/SFEIR, relocation of the 20-inch pipeline into Detroit Boulevard would also require the extension and reconnection of an existing 10-inch gas pipeline that ties into the existing 20-inch pipeline in the UPRR right-of-way approximately midway between Meadowview Road and Morrison Creek. This 10-inch pipeline is proposed to be extended directly to the west from the UPRR to reconnect with the new 20-inch pipeline alignment within the Detroit Boulevard right-of-way, which, under the project analyzed in the SFEIS/SFEIR, would require new easements through 10 privately-owned parcels. As described above, the Revised Project includes full easements for the PG&E pipeline on seven properties and partial easements on three properties in order to accommodate the 10-inch gas pipeline.

Planning and continued coordination with utility providers during the preliminary engineering and final design stages of the project will be necessary to minimize or eliminate interruption in utility service to customers. This would include submitting a set of detailed plans of the Revised Project to utility providers for their use in preparing utility relocation plans. In addition, underground gas, water, and sanitary sewer utilities that traverse the trackway would be provided with additional protection including minimum depth of ground cover and possibly steel casings in accordance with state and federal pipeline safety laws.

As described in the SFEIS/SFEIR, if interruptions of utility service are required during implementation of the Revised Project, they would be restricted in time duration and geographic extent. Careful scheduling of these disruptions and advance notification to occupants of the adjacent properties that would be affected by temporary service interruptions would help to avoid any critical service periods.

In summary, the planning and coordination procedures described above would avoid adverse long-term operational impacts on utility services associated with the proposed modifications.

Short-Term Construction Effects

Aesthetics

Construction activities and equipment would introduce visual signs of construction to the area, including stockpiling of soils and materials and the use of heavy equipment. As described in the SFEIS/SFEIR, short-term visual changes as a result of project construction would not substantially alter the character of the areas surrounding the corridor. Accordingly, the construction of the proposed modifications would be temporary and no adverse impact would occur, as with the project analyzed in the SFEIS/SFEIR. However, Mitigation Measure CA-1, which calls for maintaining construction areas in an orderly fashion, would further reduce impacts of the proposed modifications.

Biological Resources

As described under the long-term effect analysis above, the proposed modifications all occur within the boundaries of the biological resources study area evaluated in the SFEIS/SFEIR, and no wetland features were observed that were not already identified in the SFEIS/SFEIR. Thus, changes to the project footprint would not encroach on wetlands that were identified to be affected under the project analyzed in the SFEIS/SFEIR. Accordingly, the Revised Project would have no additional adverse effect on wetlands, sensitive species and/or sensitive habitat, and no short-term construction impacts would occur.

Cultural Resources

Although not anticipated, construction activities could result in the loss or degradation of previously undiscovered cultural resources. As described above under long-term operational impacts on cultural resources, no historic architectural resources have been identified in the project APE.

The two archaeological resources that were originally identified within the APE were both evaluated and determined ineligible for both the CRHR and NRHP. The proposed modifications include one parcel outside of the 2003 APE. This parcel was surveyed by a PBS&J archaeologist on October 1, 2009 and no cultural resources were identified (see Attachment A). Implementation of Mitigation Measures H&C-1 and H&C-2 from the SFEIS/SFEIR, which require that RT comply with recommendations of a qualified archaeologist in the event of a discovery during construction, would reduce potential short-term construction impacts to archaeological resources to no adverse effect.

Furthermore, Mitigation Measures CC-1 and CC-2, as described in the SFEIS/SFEIR, would reduce potential significant effects on archeological resources during construction to a less-than-significant level. In the event that buried cultural activities are encountered during construction, Mitigation Measure CC-1 would require work in the vicinity of the find to be halted until a qualified archaeologist can assess their significance. If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.88. In either instance, RT shall be immediately notified. Mitigation Measure CC-2 requires that any anticipated archaeological resources encountered during construction be addressed in consultation with SHPO/or in accordance with an archaeological treatment plan to be developed in consultation with SHPO.

In summary, with implementation of Mitigation Measures H&C-1, H&C-2, CC-1, and CC-2, no short-term construction impacts would occur as a result of the Revised Project.

Noise and Vibration

Temporary noise during construction of new LRT tracks and TPSS#10 associated with the Revised Project have the potential to intrude on residents near the construction sites. Most of the construction

activities would consist of site preparation and laying new track, and would only occur during daytime hours.

Construction activities that could cause intrusive vibration under the Revised Project include vibratory compaction, jackhammers, and use of tracked vehicles such as bulldozers. The most serious sources of construction vibration are blasting and pile driving. There will be no blasting for the Revised Project and only limited, if any, pile driving.

The Revised Project would be subject to the noise ordinance of the County of Sacramento (Chapter 6.68, Noise Control) and the City of Sacramento (Chapter 8.68, Sacramento City Code). The County ordinance has specific property line noise limits; however, construction from 6:00 am to 8:00 pm on weekdays and 7:00 am to 8:00 pm on Saturday and Sunday is specifically exempted from these limits. Chapter 8.68 of the Sacramento City Code is used to limit noise from fixed sources such as construction activity. Similar to the County ordinance, Section 8.68.080 of the City ordinance states that construction activity between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday is exempt from the ordinance.

In addition to the restrictions in the County and City noise ordinances, Mitigation Measure CN&V-1, which calls for specific residential property line noise limits in construction specifications for this project, and Mitigation Measure CN&V-2, which calls performing noise monitoring during construction to verify compliance with the limits, would reduce potential construction impacts from noise and vibration to less than significant.

Conclusion

Based on the above analysis, the Revised Project meets the criteria per 23 CFR 771.129 that a Record of Decision designation remains valid, and RT certifies that the Revised Project is consistent with circumstances set out in that section.

In preparing this Addendum, all of the potential impacts identified on the CEQA "Environmental Checklist Form" were considered. For all impact areas, a preliminary review indicated that the proposed modifications are consistent with the original design of the project, there are no substantial changes, and there is no new information of substantial importance. Therefore, the Revised Project would have no new impact(s) not already identified in the SFEIS/SFEIR prepared for the SSCP2 project in September 2008.

In summary, the analysis concludes that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR or Negative Declaration are present, and thus an Addendum to the SSCP2 SFEIS/SFEIR is appropriate to satisfy CEQA requirements for the Revised Project.

No further evaluation is required pursuant to the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA Section 1502.9, and no subsequent EIR is needed pursuant to CEQA Guidelines Section 15162.