

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
4	05/11/15	Open	Action	04/20/15

Subject: Approving and Filing the CEQA Addendum for the South Sacramento Corridor Phase 2 Project

ISSUE

Whether to Approve and File the CEQA Addendum for the South Sacramento Corridor Phase 2 Project.

RECOMMENDED ACTION

Adopt Resolution No. 15-05-____ Approving and Filing the California Environmental Quality Act (CEQA) Addendum for the South Sacramento Corridor Phase 2 Project.

FISCAL IMPACT

None from this item.

DISCUSSION

The Sacramento Regional Transit District (RT) is in the process of extending Light Rail Transit (LRT) service approximately 4.3 miles south from its existing LRT station at Meadowview Road to Cosumnes River College (CRC). The South Sacramento Corridor Phase 2 (SSCP2) project, otherwise known as the Blue Line to CRC, was evaluated by the Federal Transit Administration (FTA) and RT in a Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR). The Subsequent Final Environmental Impact Report was approved by the RT Board in October 2008 pursuant to CEQA. FTA approved the Supplemental Final Environmental Statement in December 2008 pursuant to the National Environmental Policy Act (NEPA).

In 2011, an Initial Study/Environmental Assessment (IS/EA) was prepared to consider a number of modifications to the SSCP2 project. The modifications included the realignment of the SSCP2 tracks to accommodate Union Pacific Railroad requirements, additional tailtrack at CRC and relocation of a substation. The IS/EA was approved in October 2011 through the issuance of a Finding of No Significant Impact (FONSI) by FTA and adoption of a Mitigated Negative Declaration (MND) by RT.

In 2013, an additional Initial Study was prepared to consider the relocation of a 69kV electrical transmission line and joint pole facilities to accommodate the SSCP2 project. RT adopted an MND for the relocation project and FTA issued its concurrence that the proposed relocation would not cause significant environmental impacts that had not been previously evaluated in the 2008 SFEIS/SFEIR and 2011 IS/EA described above.

Since approval of the SSCP2 environmental documents, RT has identified an additional required

Approved:

Presented:

Final 05/04/15

General Manager/CEO

Director, Project Management

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modification to the SSCP2 project’s design. The modification is needed to provide access to an existing Pacific Gas and Electric (PG&E) natural gas pipeline valve facility adjacent to the SSCP2 right of way. PG&E had formerly accessed the facility via the adjacent Union Pacific Railroad corridor. The construction of the SSCP2 rail alignment now precludes the safe use of that corridor for access. An alternative means of access must be provided.

RT and its consultants analyzed three options to access the valve lot. The first two options looked at access through an existing utility corridor off Detroit Boulevard. The utility corridor is currently divided into eight to ten small parcels owned by individual property owners. To acquire access for PG&E through the utility corridor, RT would have to acquire eight or nine-partial portions of residential backyards. Based on estimates compiled by RT’s real estate consultant, purchasing the properties required for access through the utility corridor would cost between \$280,000 and \$340,000 depending on which option was pursued. Additionally, because of the complexities associated with ownership of some of the affected parcels, acquisition of the needed parcels would take 8 to 12 months to complete. Due to title issues, condemnation efforts would also be necessary for at least two parcels, and would extend the timeline to provide access to 12 to 18 months.

The third option analyzed would involve the purchase of the single residential property at 3633 Fallis Circle and the full relocation of the owner/occupant (Victor Meza). No other parcels would be affected. The property would be acquired by RT, the owner/occupant relocated, and the existing structure would be demolished prior to installation of a driveway leading from Fallis Circle to the valve lot. An appraisal was recently conducted that valued the property (land and structure) at \$150,000. If RT were to purchase the property, the owner would be entitled to residential relocation benefits and advisory services consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The total cost for this option, including demolition, would be approximately \$210,000.

Staff has determined that the safest and most cost and time-effective method to achieve the desired outcome would be to pursue the acquisition of the Meza property. In addition to saving approximately \$70,000 compared to the other two options, additional benefits include negotiations with only one owner, no expected title issues or condemnation costs based upon previous easement acquisitions, reduced real estate consultant costs, less disruption to area property owners and residents, and quicker possession of the property. Also, based on informal discussions with Mr. Meza, staff believes that he is agreeable to selling the property and the neighbors on both sides of the Meza property have reacted favorably to the proposed modification. Lastly, PG&E has indicated that Option 3 would benefit their organization by providing a safer access point and more space for future activities if needed at this site.

The proposed purchase of the Meza parcel, demolition of the residential structure, and installation of the PG&E valve lot access driveway were not evaluated as part of the previous environmental review documents. RT has assessed the impacts of the proposed modifications as required by CEQA and has determined that the modification will require an Addendum to the 2008 SFEIR/SFEIS. Addendums are intended for minor design changes to a previously approved

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project, as specified in CEQA Guidelines Section 15164. Because RT is the local lead agency for the overall SSCP2 project and is ultimately responsible for its implementation, it is also the local lead agency for any proposed modifications to the SSCP2 project. RT has environmental review responsibilities that it must fulfill before committing to undertaking any modifications. This Addendum is intended to serve that purpose.

Based on 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 SSCP2 project is receiving a portion of its funding from FTA, which is a federal agency. Federal actions and approvals require environmental review under NEPA. Although this document is not being prepared as a joint NEPA/CEQA document, information contained in it may be used to inform FTA as it considers whether to approve the proposed modifications to the SSCP2 project. Staff is currently working with FTA to achieve NEPA clearance in the form of a 130(c) concurrence letter that would typically be received 30 days following CEQA approval.

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

RESOLUTION NO. 15-05-_____

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

May 11, 2015

**APPROVING AND FILING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(CEQA) ADDENDUM FOR THE SOUTH SACRAMENTO CORRIDOR PHASE 2
PROJECT**

WHEREAS, on October 27, 2008, the RT Board of Directors previously approved and certified a Subsequent Final Environmental Impact Report South Sacramento Corridor Phase 2 Light Rail Extension Project (Project) in compliance with the California Environmental Quality Act (CEQA) and adopted a Mitigation Monitoring and Reporting Plan for the Project; and

WHEREAS, in 2009, RT identified several minor design changes to the Project and prepared a CEQA Addendum which was received and approved by the RT Board on December 14, 2009, after finding that the changes to the Project were minor and that none of the conditions set forth in Section 15162 of the CEQA Guidelines were present; and

WHEREAS, in 2011, RT identified several modifications to the Project and an Initial Study, which identified potentially significant effects and mitigation measures which could reduce such impacts to a less than significant level, was received and approved by the RT Board on September 26, 2011; and

WHEREAS, in 2013, RT identified additional modifications to the Project and an Initial Study, which identified potentially significant effects and mitigation measures which could reduce such impacts to a less than significant level, was received and approved by the RT Board on November 11, 2013; and

WHEREAS, in 2015, RT identified minor design changes to the Project consisting of a modification needed to provide an alternative access to an existing Pacific Gas and Electric (PG&E) natural gas pipeline valve facility adjacent to the SSCP2 right of way; and

WHEREAS, PG&E had formerly accessed the facility via the adjacent Union Pacific Railroad corridor and construction of the SSCP2 rail alignment now precludes the use of that corridor for access; and

WHEREAS, an alternative means of access to the natural gas pipeline valve facility adjacent to the SSCP2 right of way must be provided; and

WHEREAS, construction and use of a new access road leading to the valve facility would require acquisition of a residential parcel at 3633 Fallis Circle; 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, dated April 17, 2015 (Exhibit A), to analyze whether the proposed changes to the Project necessitate preparation of a subsequent EIR.

THAT, pursuant to 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: (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 for the SSCP2 Project reflects the independent judgement 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 is intended to serve as the written reevaluation called for by 23 CFR Section 771.129.

THAT, the CEQA Addendum shall be attached to the SFEIR/SFEIS for the Project.

JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Addendum
South Sacramento Corridor Phase 2 Extension
Meza Property Acquisition

Prepared for:
Sacramento Regional Transit District



April 2015

Addendum
South Sacramento Corridor Phase 2 Extension

Meza Property Acquisition

Prepared for:
Sacramento Regional Transit District
2811 O Street
Sacramento, CA 95812

Contact:
Ed Scofield
Director, Project Management
(916) 321-3854

Prepared by:
AECOM
300 California Street, Suite 500
San Francisco, CA 94104

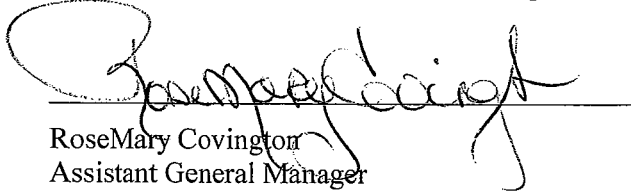
Contact:
Luke Evans
Senior Project Manager
(415) 365-3236



April 2015

ADOPTION AND APPROVAL OF ADDENDUM

Certification by Those Responsible for Preparation of This Document. The Sacramento Regional Transit District (RT) has been responsible for the preparation of this Addendum to the South Sacramento Corridor Phase 2 (SSCP2) Supplemental Final Environment Statement/Supplemental Final Environmental Impact Report (SFEIS/SFEIR). I believe this document meets the requirements of the California Environmental Quality Act (CEQA) Guidelines Section 15164 concerning the adoption of addenda to certified EIRs. None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or Mitigated Negative Declaration will occur. I recommend adoption of the Addendum and approval of the proposed project.



RoseMary Covington
Assistant General Manager
Planning and Transit System Development
Sacramento Regional Transit District

April 23, 2015

Date

Approval of the Project by the Lead Agency. Pursuant to Section 15164 of the CEQA Guidelines, the Sacramento Regional Transit District has independently reviewed and analyzed the Addendum and has determined that the Addendum reflects the independent judgment of the Sacramento Regional Transit District. The RT Board finds, on the basis of the whole record before it, that there is no substantial evidence showing that the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or Mitigated Negative Declaration will occur.

This Addendum was adopted by the RT Board on:

Date

Clerk of the Board

ADDENDUM TO THE SSCP2 SFEIS/SFEIR

1 INTRODUCTION

1.1 SOUTH SACRAMENTO CORRIDOR PHASE 2 LIGHT RAIL PROJECT OVERVIEW

The Sacramento Regional Transit District (RT) is in the process of extending Light Rail Transit (LRT) service approximately 4.3 miles south from its existing LRT station at Meadowview Road to Cosumnes River College (CRC). The South Sacramento Corridor Phase 2 (SSCP2) extension project will travel south from the existing station at Meadowview Road along the Union Pacific Railroad (UPRR) right-of-way (ROW); turn east and cross over the UPRR and Morrison Creek; continue east within an alignment along the north side of Cosumnes River Boulevard, crossing Franklin Boulevard and Center Parkway at grade; cross over Cosumnes River Boulevard and turn south along the western side of Bruceville Road; and terminate at CRC. The light rail extension will include three new stations at Franklin Boulevard, Center Parkway, and CRC. A fourth station is planned at Morrison Creek, but that station will be constructed as part of a later phase of the SSCP2 project.

1.2 CURRENT STATUS OF THE SOUTH SACRAMENTO CORRIDOR PHASE 2 LIGHT RAIL PROJECT

Construction of the SSCP2 project is currently underway, with expected completion and operation for revenue service expected in September 2015.

1.3 PREVIOUS ENVIRONMENTAL REVIEW FOR THE SOUTH SACRAMENTO CORRIDOR PHASE 2 PROJECT

The SSCP2 project was evaluated by the Federal Transit Administration (FTA) and RT in a Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR). The SFEIS/SFEIR evaluated three alternatives for the project and selected the SSCP2 extension alternative, described above, as the Preferred Alternative. The SFEIS/SFEIR was approved in December 2008 through the issuance of a Record of Decision by FTA and the filing of a Notice of Determination (NOD) by RT.

In 2011, an Initial Study/Environmental Assessment (IS/EA) was prepared to consider a number of modifications to the SSCP2 project. The modifications included the following:

- ▶ The realignment of approximately 4,700 feet of the northernmost portion of the SSCP2 extension. This modification included a total of 31 partial residential property acquisitions necessary to accommodate the revised alignment.
- ▶ Adjustments to the proposed RT ROW to allow for greater separation from the Morrison Creek levee. This modification included two partial acquisitions of residential properties to accommodate the revised alignment.

- ▶ Relocation of Traction Power Substation #10 from the original proposed location in the Franklin Station parking lot to a new location across Franklin Boulevard. This modification required the full acquisition of one vacant property at the intersection of Franklin Boulevard and Cosumnes River Boulevard.
- ▶ The addition of 400 feet of tailtrack at the CRC campus at the southern end of the SSCP2 alignment to facilitate more efficient LRT operations.

The IS/EA was approved in October 2011 through the issuance of a Finding of No Significant Impact (FONSI) by FTA and adoption of a Mitigated Negative Declaration (MND) by RT.

In 2013, a second Initial Study was prepared to consider the relocation of a 69 kV electrical transmission line and joint pole facilities to accommodate the SSCP2 project. RT adopted an MND for the relocation project and FTA issued its concurrence that the proposed relocation would not cause significant environmental impacts that had not been previously evaluated in the 2008 SFEIS/SFEIR and 2011 IS/EA described above.

1.4 PURPOSE OF THIS ADDENDUM

Since approval of the SSCP2 environmental documents described above, RT has identified an additional required modification to the SSCP2 project's design. The modification is needed to provide an alternative access to an existing Pacific Gas and Electric (PG&E) natural gas pipeline valve lot adjacent to the SSCP2 right-of-way (ROW). PG&E had formerly accessed the facility via the adjacent Union Pacific Railroad corridor. Construction of the SSCP2 rail alignment now precludes the use of that corridor for access, and an alternative means of access to the valve lot must be provided. Construction and use of a new access road leading to the facility would require acquisition of a residential parcel at 3633 Fallis Circle, referred to hereafter as the "Meza parcel."

The proposed purchase of the Meza parcel, demolition of the residential structure thereon, and installation of the PG&E valve lot access driveway were not evaluated as part of the previous environmental review documents. RT has assessed the impacts of the proposed modifications as required by the California Environmental Quality Act (CEQA) and has determined that the modification will require an Addendum to the 2008 SFEIR/SFEIS, which is incorporated herein by reference. Addenda are intended for minor design changes to a previously approved project, as specified in CEQA Guidelines Section 15164. Because RT is the local lead agency for the overall SSCP2 project and is ultimately responsible for its implementation, it is also the local lead agency for any proposed modifications to the SSCP2 project. RT has environmental review responsibilities that it must fulfill before committing to undertaking any modifications. This Addendum is intended to serve that purpose.

The SSCP2 project is receiving a portion of its funding from the FTA, which is a federal agency. Federal actions and approvals require environmental review under the National Environmental Policy Act (NEPA). Although this document is not being prepared as a joint NEPA/CEQA document, information contained in it may be used to inform the FTA as it considers whether to approve the proposed modifications to the SSCP2 project.

1.5 NEED FOR THE PROPOSED MODIFICATIONS

Originally, PG&E planned to access an existing natural gas pipeline valve adjacent to the LRT ROW by driving down a narrow access road parallel to the future light rail tracks and crossing over both sets of tracks to access the valve lot. A draft agreement was developed between RT and PG&E detailing the access protocols that were

necessary for reasons of safety. Due to the safety concerns related to vehicles and individuals crossing the tracks without notifying RT Operations, RT determined that it would need to provide an alternative means of access to the PG&E facility.

1.6 OPTIONS CONSIDERED FOR THE PROPOSED MODIFICATIONS

RT and its consultants analyzed three options to access the valve lot. Figure 1 shows a broad overview of the project’s location. Figure 2 shows a closer view of the project area. Finally, Figure 3 shows an aerial photo showing the three options that were considered.

1.6.1 OPTIONS 1 AND 2 (UTILITY CORRIDOR)

The first two options looked at access through an existing utility corridor off Detroit Boulevard. The utility corridor was originally 100 feet wide when the residential subdivision through which it passes was constructed in the 1970s. Some years later, the corridor was sold to the adjacent property owners on the north and south sides of the corridor. Some owners purchased 50-foot sections of the corridor, while others purchased 100-foot sections. The end result was a utility corridor that was divided into eight to ten small parcels owned by individual property owners.

Options 1 and 2 are summarized in Tables 1 and 2. The tables provide an overview to the parcels that would be affected and the issues, if any, with each individual acquisition. Costs of acquisition for each parcel are also shown. Figure 3 shows a parcel map of the utility corridor, with the access routes under Options 1 and 2. The partial acquisition of eight or nine residential backyards would be required, depending on the option. Based on estimates compiled by RT’s real estate consultant, purchasing the properties required for Option 1 would cost approximately \$280,000. Purchasing the properties for Option 2 would cost approximately \$340,000. Because of some of the complexities associated with ownership of some of the affected parcels, it is expected that acquisition of the needed parcels would take 8 to 12 months to complete. For those parcels in which condemnation efforts would be necessary, the timeline to gain access to those properties would be 12 to 18 months.

Table 1: Option 1 Parcels, Known Issues, and Costs

No.	APN	Comments	Preliminary Cost Estimate
1	053-0104-039	No known issues.	Land Cost - \$3,360 Title & Escrow - \$1,500 Appraisal & review \$4,000 TOTAL - \$8,860
2	053-0104-036	Likely condemnation. Would need to purchase entire parcel to avoid severance damages.	Land Cost - \$18,000 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$48,500
3	053-0104-043	No known issues.	Land Cost - \$3,600 Title & Escrow - \$1,500 Appraisal & review \$4,000 Severance Damage \$8,000 TOTAL - \$17,100
4	053-0104-033	Entire parcel would have to be purchased to avoid severance damages.	Land Cost - \$9,000 Title & Escrow - \$1,500 Appraisal & review \$4,000 TOTAL - \$14,500

Table 1: Option 1 Parcels, Known Issues, and Costs

5	053-0104-040	Lot would be bifurcated. Severance damages would be assessed by appraiser.	Land Cost - \$12,810 Title & Escrow - \$1,500 Appraisal & review \$4,000 Severance \$25,000 TOTAL - \$43,310
6	053-0104-030	Likely condemnation. Would need to purchase entire parcel to avoid severance damages.	Land Cost - \$3,780 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$34,280
7	053-0104-041	Parcel would be bifurcated. Severance damages would be assessed by appraiser.	Land Cost - \$8,085 Title & Escrow - \$1,500 Appraisal & review \$4,000 Severance Damage \$30,000 TOTAL - \$43,585
8	053-0104-042	Tenant uses entire parcel for raising animals and crops to sell at farmers markets. Would likely require condemnation.	Land Cost - \$3,000 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$33,500

Table 2: Option 2 Parcels, Known Issues, and Costs

No.	APN	Comments	Approximately Cost
1	053-0104-039	Complex and uncertain land ownership issues. Condemnation would be necessary.	Land Cost - \$7,800 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$38,300
2	053-0104-035	Owner has animal cages and sheds along entire back of fence line. Condemnation would likely be necessary and entire parcel purchased since it is stand-alone parcel.	Land Cost - \$3,750 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$34,250
3	053-0104-032	Former owner is deceased. Probate would have to be re-opened to add this parcel for transfer. Condemnation is probable. Entire parcel would have to be purchased.	Land Cost - \$3,750 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$34,250
4	053-0104-031	Former owner is deceased. Probate would have to be re-opened to add this parcel for transfer. Condemnation is probable. Entire parcel would have to be purchased.	Land Cost - \$1,200 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$31,700
5	053-0104-040	Lot would be bifurcated. Severance damages would be assessed by appraiser.	Land Cost - \$9,450 Title & Escrow - \$1,500 Appraisal & review \$4,000 Severance Damage - \$30,000 TOTAL - \$44,950
6	053-0093-026	Parcel would be bifurcated. Entire parcel would need to be purchased.	Land Cost - \$3,750 Title & Escrow - \$1,500 Appraisal & review \$4,000 TOTAL - \$34,250

Table 2: Option 2 Parcels, Known Issues, and Costs

7	053-0104-028	No known issues. Entire parcel would need to be purchased.	Land Cost - \$900 Title & Escrow - \$1,500 Appraisal & review \$4,000 TOTAL - \$9,250
8	053-0104-041	Parcel would be bifurcated. Severance damages would be assessed by appraiser.	Land Cost - \$17,400 Title & Escrow - \$1,500 Appraisal & review \$4,000 Severance - \$15,000 TOTAL - \$37,900
9	053-0104-027	Owner bought from the State of California. Ownership records uncertain. Likely condemnation for entire parcel. The parcel was created in error by incorrect measurements from surveyor.	Land Cost - \$600 Title & Escrow - \$1,500 Appraisal & review \$4,000 Condemnation - minimum \$25,000 TOTAL - \$31,100

1.6.2 OPTION 3 (MEZA PARCEL ACQUISITION)

Option 3 would involve the purchase of the single residential property at 3633 Fallis Circle and the full relocation of the owner/occupant (Victor Meza). The location of the Meza parcel is shown in Figure 3. No other parcels would be affected. The property would be acquired by RT, the owner/occupant relocated, and the existing structure would be demolished prior to installation of a driveway leading from Fallis Circle to the valve lot. The finished driveway would be approximately 125 feet in length and 14 feet in width. A selection of photographs showing the Meza property and the PG&E valve lot are shown in Photos 1 through 4.

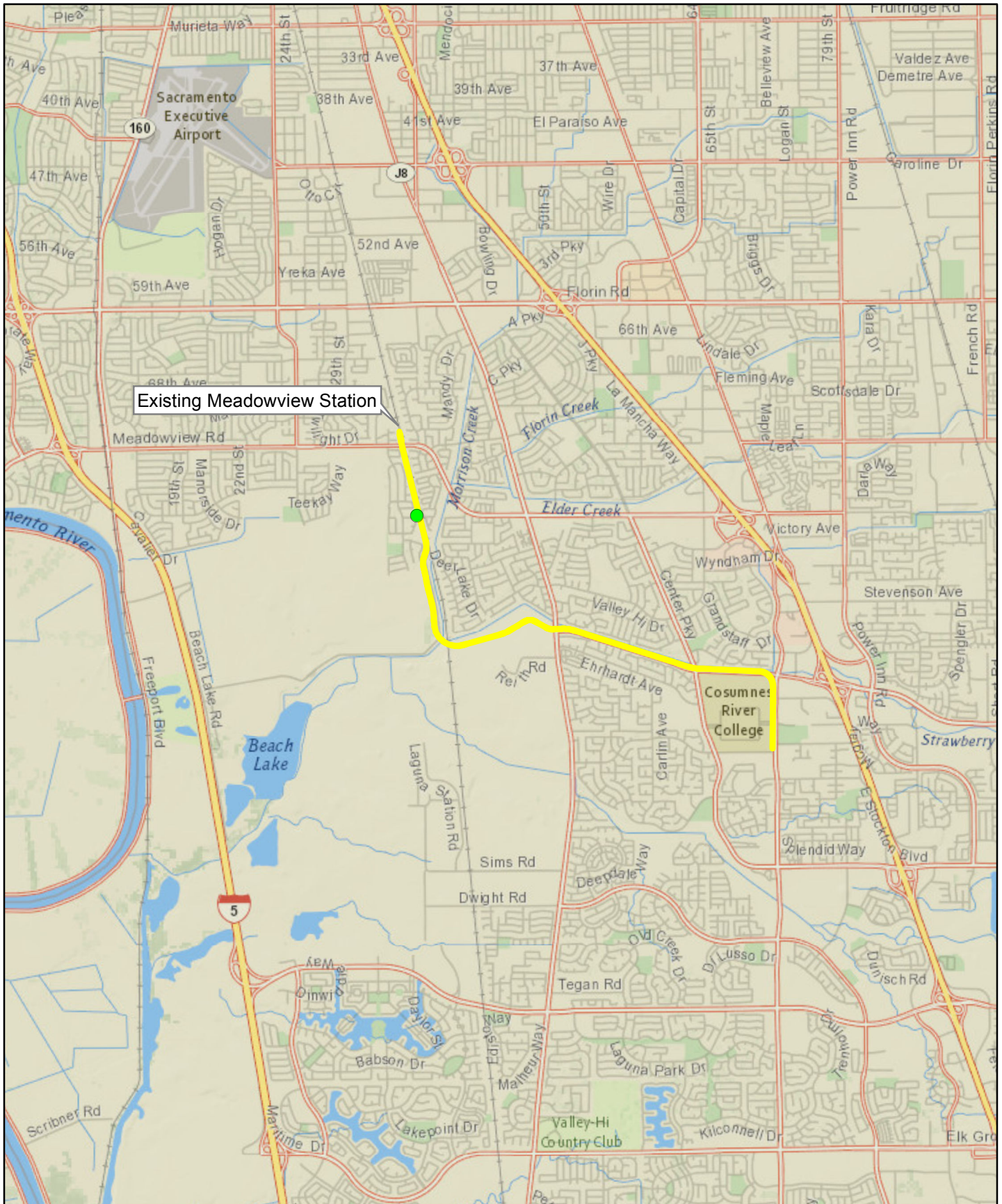
An appraisal was recently conducted that valued the property (land and structure) at \$150,000. If RT were to purchase the property, the owner would be entitled to residential relocation benefits and advisory services consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. These benefits would include a purchase price differential to assist in purchasing a replacement home, title and escrow fees, loan fees and moving assistance. Based on current housing market trends, it is expected that Mr. Meza would be eligible for a purchase price differential amount of approximately \$30,000 to allow him to purchase a replacement home of comparable size and amenities. Closing costs (including title, escrow and lender fees) would be estimated to total \$10,000. Moving allowance for a residence of this size would be approximately \$2,400. Demolition of the property and installation of an access road to the valve lot is estimated to cost \$15,000. The total cost for Option 3 would be approximately \$210,000.

1.6.3 SELECTION OF THE PREFERRED OPTION

RT has determined that the safest and most cost and time-effective method to achieve the desired outcome would be Option 3. In addition to saving approximately \$70,000 compared to Options 1 and 2, additional benefits include negotiations with only one owner, no expected title issues or condemnation costs based upon previous easement acquisitions, reduced real estate consultant costs, less disruption to area property owners and residents, and quicker possession of the property. Only one owner/occupant would be affected, versus multiple owners and occupants with Options 1 and 2. Based on informal discussions with the Mr. Meza, RT believes that he is agreeable to selling the property. Additionally, when future PG&E work is performed at the valve lot, the new access road would provide ample room to stage and perform the work. Options 1 and 2 would provide a narrow

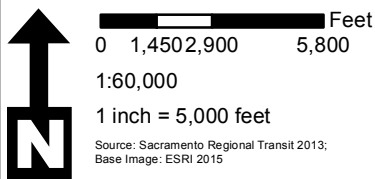
corridor through which to move large vehicles and equipment, and limited workspace at the valve lot itself. Based upon each of these considerations, RT has selected Option 3 as the preferred option.

RT does not expect opposition to the proposed Option 3. RT has discussed the project with PG&E, Mr. Meza, and surrounding property owners. The neighbors on both sides of the Meza property have reacted favorably to the proposed modification. PG&E has indicated that Option 3 would benefit their organization by providing a safer access point and more space for future activities if needed at this site.



Existing Meadowview Station

Cosumnes River College

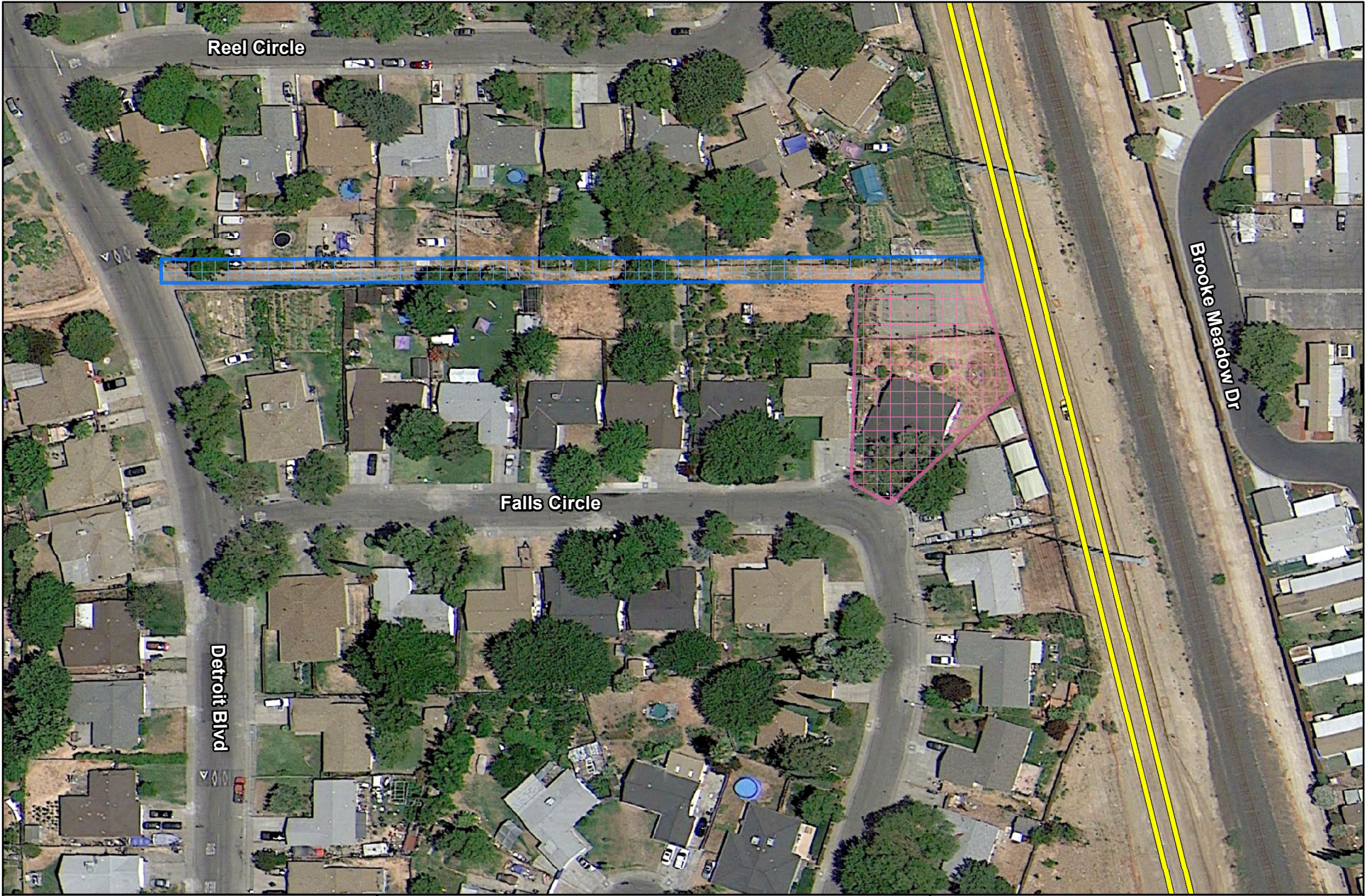




Source: Sacramento Regional Transit 2013;
Base Image: ESRI 2015

Legend

- Project Location
- SSCP2 Alignment

Figure 1: Project Vicinity Map
Meza Property Acquisition Addendum




 0 25 50 100 Feet
 1:1,200
 1 inch = 100 feet
Source: Sacramento Regional Transit 2013;
 Base Image: Google Earth 2012





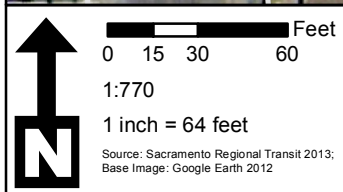
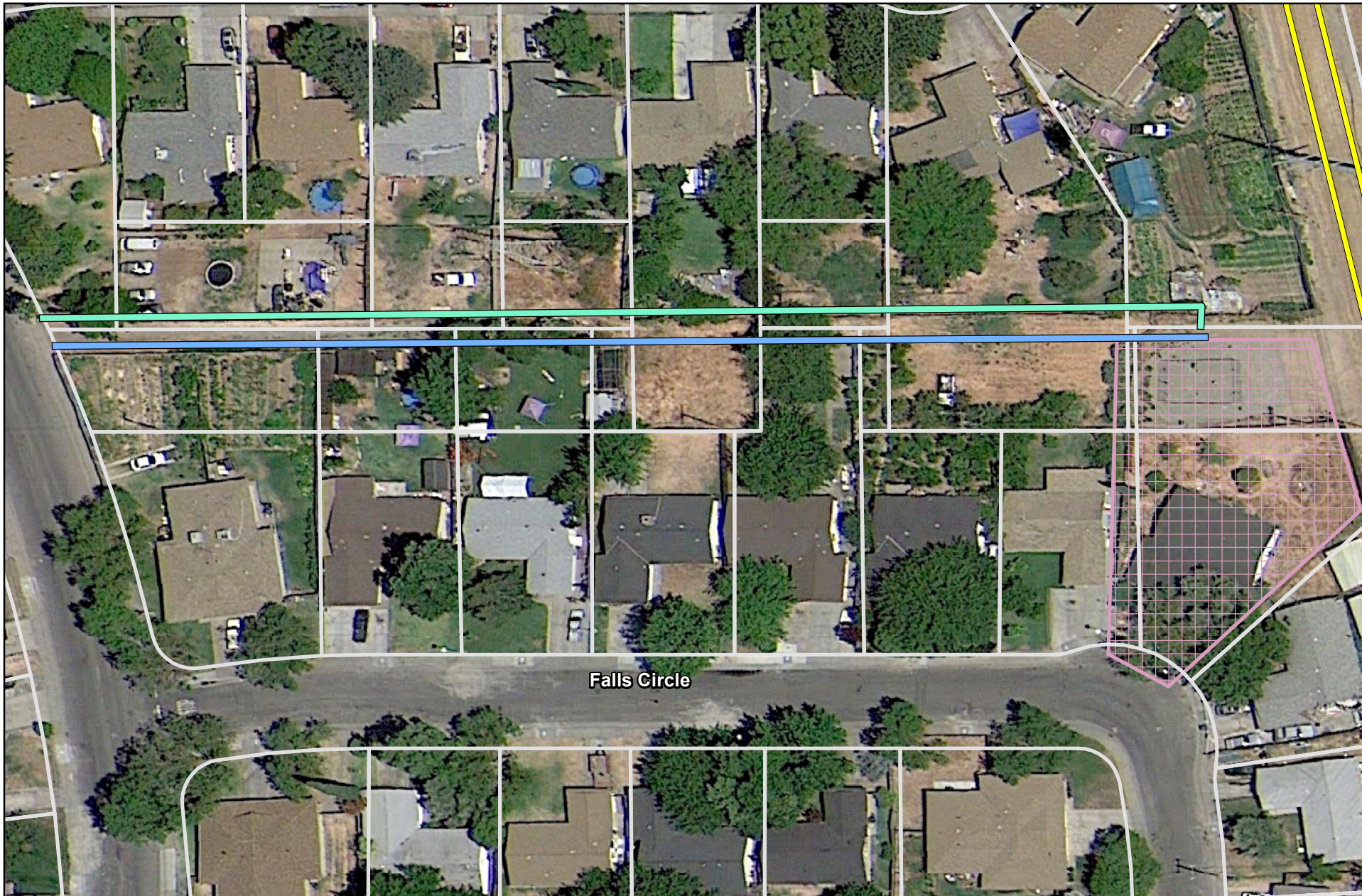
Legend
 SSCP2 Alignment
 Utility Corridor (Options 1 & 2)
 Possible Acquisition (Option 3)

Figure 2: Project Options Overview Map
Meza Property Acquisition Addendum



Legend





-  Option 1 (Utility Corridor)
-  Option 2 (Utility Corridor)
-  Option 3 (Possible Acquisition)
-  SSCP2 Alignment

Figure 3: Detailed Options Map

Meza Property Acquisition Addendum



Photo 1: View of the Meza property facing northeast from Fallis Circle. The existing residential structure would be demolished and an access road extended from Fallis Circle to the PG&E valve lot behind the house.



Photo 2: View of backyard of the Meza property facing east. The Blue Line LRT tracks lie immediately beyond the soundwall in the background, and the PG&E valve lot lies to the immediate left behind the fence shown in the photo.



Photo 3: View of the PG&E valve lot facing east. The Blue Line LRT tracks lie immediately beyond the soundwall in the background, and the backyard of the Meza property lies to the right behind the fence shown in the photo.



Photo 4: View of the PG&E valve lot facing northwest. The Meza property lies to the immediate left of the photo.

2 DESCRIPTION OF THE PROPOSED MODIFICATIONS

Under the proposed modifications, RT would purchase the single residential property at 3633 Fallis Circle. As per standard practice, the value of the property and the improvements thereon would be established using recent appraisal reports provided by an accredited appraiser. The owner/occupant would be entitled to residential relocation benefits and advisory services consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. These benefits would include a purchase price differential to assist in purchasing a replacement home, title and escrow fees, loan fees and moving assistance.

Once vacated, the existing residential structure on the property would be demolished. Equipment to be used would likely include a medium-sized excavator, a loader, and miscellaneous machinery. Demolition debris would be hauled away using dump trucks. Reclaimable materials, such as copper piping, sheet metal, etc. would be recycled at an approved facility. Non-reclaimable building materials such as sheetrock, lumber, etc. would be disposed of at an approved facility in accordance with applicable regulations concerning solid waste. The property would be cleared entirely of any debris.

Existing trees on the property would be retained to the extent practicable, though some would need to be removed based upon their poor condition or to provide room for the proposed access driveway. The large olive tree in the front yard would be retained, as shown in Figure 5. The tree is in good condition and its retention would provide some screening of the existing valve lot.

Figure 5 provides a plan view of the proposed modifications. The driveway would be located on the west side of the parcel, and would meet with Fallis Circle in approximately the same location as the existing residential driveway. The driveway would be paved, and would be approximately 125 feet in length and 14 feet in width. A parking pad and turnaround area would be provided on the PG&E valve lot parcel to facilitate the parking and movement of PG&E service vehicles at the valve lot.

A chainlink fence would be installed across the lot behind the large olive tree as shown in Figure 5. A double chainlink gate would be installed across the access driveway. The fence would be 7 feet in height, and would be set back approximately 30 feet from Fallis Circle. An existing streetlight is located to the immediate front of the parcel, so the need for additional security lighting is not anticipated.

Demolition would take two to three weeks to complete, with installation of the driveway and fencing another two to three weeks. Surrounding property owners would be provided with adequate notice of the proposed activities. All work would occur in accordance with the City of Sacramento Noise Ordinance (Sacramento City Code 8.68.080).

Once the above improvements are completed, activity at the parcel would consist of occasional visits by PG&E personnel on an as-needed basis, which would tend to infrequent. RT would retain ownership of the parcel, and PG&E would maintain access rights through an easement. RT would provide any maintenance and upkeep of the parcel, which would likely be restricted to occasional mowing and vegetation maintenance.



Source: Sacramento Regional Transit District

**Figure 5
Plan View**

3 EVALUATION OF ENVIRONMENTAL IMPACTS

Based on a review of the proposed changes to the SSCP2 project, it appears that environmental clearance pursuant to CEQA can be achieved through an Addendum to the Supplemental Final Environmental Impact Statement/Supplemental Final Environmental Impact Report (SFEIS/SFEIR) that was certified in September 2008. Subsequent SSCP2 environmental documents are also relevant to the evaluation; the 2011 Initial Study/Environmental Assessment (IS/EA) and the 2013 Initial Study (IS), both of which have been described previously in Section 1.3.

The modifications to the SSCP2 project would not change the impacts discussed in the above documents because these modifications would occur within the same corridor, and the proposed physical changes would occur immediately adjacent to the SSCP2 alignment that was previously assessed. Long-term operational effects on aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems would remain essentially the same as described previously in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS. Short-term construction effects would also remain essentially the same.

The analysis below summarizes the impacts of the proposed modifications and also compares the analysis to that contained in the documents listed above, where applicable. The list of issues analyzed follows that contained in Appendix G of the CEQA Guidelines environmental checklist and also corresponds with the issues evaluated in the above referenced environmental documents.

3.1 AESTHETICS

There are no designated scenic highways or other scenic resources in the project vicinity. The existing residential structure would be demolished and an access driveway installed, along with landscaping. Any security lighting to be installed would mimic existing streetlights in the area, and would be down-shielded to minimize light spill outside of the targeted location. The visual conditions with the proposed project would minimally alter the existing visual conditions in the area. The proposed project would provide access to an existing PG&E facility and would not introduce new structures into the visual setting. The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS each reported that all visual changes resulting from the SSCP2 project would be consistent with the existing environment and visual character of the area, and therefore determined that there would be no conflict with applicable laws and policies relating to visual quality. Because the proposed project would remove one residential structure that does not exhibit architecturally distinctive or aesthetic merit, these same findings for the SSCP2 project would also be applicable to the proposed modifications.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

There are no areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the area of the proposed modifications, and there are no lands zoned for agricultural use or under Williamson Act contract. No agricultural or forest lands would be converted to a different use as part of the proposed modifications.

The 2008 SFEIS/SFEIR found that approximately 5.6 acres of designated farmlands would be converted as part of the larger SSCP2 project, but determined that the impact would not be significant based upon existing non-agricultural use of those lands and the planned future use of those lands for nonagricultural purposes. Accordingly, the SFEIS/SFEIR determined that there would be no conflict with applicable laws and policies relating to agricultural lands. Because the proposed project would not alter the affected acreage of designated farmlands, these same findings for the SSCP2 project would also be applicable to the proposed modifications.

3.3 AIR QUALITY

Once constructed, the proposed modifications would produce no operational air emissions. Consequently, air quality effects that would result from implementation of the modifications would be restricted to the demolition and construction phase. During this phase, air emissions from construction equipment and dust from demolition and ground disturbance would contribute to localized and regional air emissions. The 2008 SFEIS/SFEIR prescribed specific mitigation measures to limit these types of emissions during construction. The measures included the implementation of Sacramento Metropolitan Air Quality Management District (SMAQMD) Basic Construction Emission Control Practices, Rule 403 dust abatement requirements, and Enhanced Exhaust Control Practices. These same measures would be applicable to the proposed project modifications. The SFEIS/SFEIR concluded that with implementation of these measures, construction and demolition phase emissions would not exceed applicable SMAQMD thresholds and air quality impacts would be less than significant. Because the affected area and facilities for the proposed modifications are limited to a single building on a single lot, this same finding for the SSCP2 project would be applicable to the proposed modifications.

3.4 BIOLOGICAL RESOURCES

A habitat assessment was performed of the Meza parcel and the surrounding area as part of this environmental review. The report is attached to this addendum as Attachment A. The parcel is occupied by a residential structure and ruderal and ornamental vegetation. No habitat for any special status wildlife or plant species is present, nor are there any wetlands or riparian habitat present. As a result, the proposed modifications would have a less-than-significant impact on special status species, sensitive natural habitats, or wetlands.

Habitat for nesting birds is present in the ornamental trees on the parcel. The 2008 SFEIS/SFEIR prescribed mitigation to protect against inadvertent impacts to nesting birds, including raptors. The measures included conducting construction work outside of the nesting season, when possible, and implementation of monitoring and avoidance measures if construction could not be accommodated outside of the nesting season. The SFEIS/SFEIR concluded that with implementation of these measures, there would be no adverse effect to nesting birds or raptors. These same measures would be applicable to the proposed project modifications, and would effectively minimize unanticipated impacts to these resources. Based upon each of these considerations, there would be less-than-significant impacts to biological resources as a result of implementation of the modifications.

3.5 CULTURAL RESOURCES

No impacts would occur to cultural resources as a result of implementation of the proposed modifications, since no such resources are known to occur within the project's Area of Potential Effect (APE). The proposed modifications are located within the modified APE that was delineated for the 2011 IS/EA. The evaluation conducted for this area in 2011 determined that there would be no impact to historic properties, since no historic

properties were present. The State Office of Historic Preservation concurred with a finding that no historic properties would be affected by SSCP2 activities within the APE. The letter of concurrence is attached to this Addendum as Attachment B.

To protect against inadvertent impacts to previously-unknown cultural resources during implementation of the SSCP2 project, the 2008 SFEIS/SFEIR prescribed mitigation measures to be implemented if previously unknown cultural resources are discovered during construction activities. These measures would be applicable to the proposed project modifications, and would effectively reduce impacts to these resources to less than significant.

3.6 GEOLOGY AND SOILS

The 2008 SFEIS/SFEIR and the 2011 IS/EA found that there are no known earthquake faults in the project area, and the area is not prone to liquefaction, landslides, or expansive soils. Soil erosion would be controlled with implementation of a Stormwater Pollution Prevention Plan, and construction activities would be required to comply with applicable local and State requirements. The proposed modifications involve limited grading and construction of a paved access road that would be subject to those same regulations. Therefore, the findings contained in the 2008 SFEIS/SFEIR and the 2011 IS/EA would not be altered as a result of the proposed modifications, and the proposed modifications would have less-than-significant impact with respect to geology and soils.

3.7 GREENHOUSE GAS EMISSIONS

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that implementation of the overall SSCP2 project would provide a substantial benefit with respect to the reduction of greenhouse gas emissions. While some emissions would occur during construction of the project, the net reduction in emissions resulting from the reduction of vehicle miles traveled during operation of the SSCP2 project would substantially outweigh the emissions created during construction. Since the proposed modifications would facilitate the construction and operation of the SSCP2 project, the modifications could also be seen as contributing to the overall benefit of the SSCP2 project. Moreover, the proposed project is limited to the removal of a single family residence and its replacement by a paved accessway that would have minimal impact on the area's greenhouse gas emissions. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have a less-than-significant impact with respect to greenhouse gas emissions.

3.8 HAZARDS AND HAZARDOUS MATERIALS

A database search was conducted as part of the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS to determine the presence or absence of recognized environmental conditions (REC) in the vicinity of the project area for the proposed modifications. No open or active RECs that would require remediation or cleanup were identified within the project area.

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that implementation of SSCP2 project would not result in a significant impact with respect to hazardous materials or the other hazards listed above. These same findings are applicable to the proposed modifications, which are within the geographic area evaluated in the previous environmental documents. The SFEIS/SFEIR identified a number of mitigation measures to be

implemented if previously unrecorded hazardous wastes were to be discovered during project construction, as well as measures directed towards the safe handling of any hazardous materials that might be used during construction. Those same measures, as well as compliance with hazardous materials state and local regulations, would also be required for the proposed modifications. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have a less-than-significant impact with respect to hazards and hazardous materials.

3.9 HYDROLOGY AND WATER QUALITY

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that impacts to water quality and floodplains could be effectively mitigated. These same findings are applicable to the proposed modifications. The implementation of the modifications would not create new impacts to any flood control structures. The proposed modifications are limited to removal of a single family residence and its replacement by a paved accessway that would not create water quality or flood hazard impacts that have not already been addressed in the SFEIS/SFEIR and the IS/EA and would be governed by applicable state and local regulations, especially those of the Regional Water Quality Control Board. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have a less-than-significant impact with respect to hydrology and water quality.

3.10 LAND USE AND PLANNING

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that construction and operation of the SSCP2 project would not divide established communities because the project would be constructed largely along or within existing transportation corridors and other features that already delineate community and neighborhood boundaries. These same findings are also applicable to the proposed modifications, which is limited to the removal of a single residence. The SFEIS/SFEIR, the IS/EA, and the IS also found that implementation of the SSCP2 project would not conflict with an established land use plan, policy, or regulation. These same findings are applicable to the proposed modifications, because the removal of the Meza property would not impede or thwart implementation of the City's land use plan or policies or conflict with a land use regulation. In addition, there are no Habitat Conservation Plans or Natural Community Conservation Plan in the area. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have no impact with respect to land use and planning.

3.11 MINERAL RESOURCES

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that construction and operation of the SSCP2 project would have no effect with respect to mineral resources, since no such resources are present within the project area. These same findings are applicable to the proposed modifications, which occur within the same geographic area evaluated in the previous environmental documents. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have no impact on mineral resources.

3.12 NOISE

Once constructed, the proposed valve lot access driveway would produce no appreciable noise or vibration and would not introduce new residents or workers that could be exposed to nearby noise/vibration sources. The only noise and/or vibration that would be produced as part of the proposed modifications would be during the demolition of the residential structure and installation of the driveway. The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that implementation of the SSCP2 project would not result in a significant noise and vibration impact during construction. The SFEIS/SFEIR and the IS/EA identified a number of mitigation measures to be implemented during construction to reduce noise and vibration impacts. Where applicable, these same measures and compliance with City of Sacramento construction best management practices (i.e., construction activities would be restricted to specified daylight hours) would also be required for the proposed modifications. Implementation of these measures would effectively mitigate anticipated construction-related noise and vibration impacts to less than significant. These same findings are applicable to the proposed modifications. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have a less-than-significant impact with respect to noise and vibration.

3.13 POPULATION AND HOUSING

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that the SSCP2 project would not induce unplanned population growth in the region. Since the proposed project modifications would facilitate access to an existing pipeline facility, and would not increase capacity of PG&E's infrastructure, the modifications would also not accommodate or induce additional unplanned growth.

The 2008 SFEIS/SFEIR also evaluated the full acquisition of two single-family homes and the full and partial acquisition of numerous vacant parcels within the SSCP2 corridor. The 2011 IS/EA evaluated the additional acquisition of portions of 31 residential backyards along the northern portion of the SSCP2 corridor. The 2013 IS evaluated the acquisition of additional easements to accommodate relocated electric distribution and transmission facilities. All of the environmental documents concluded that compliance with federal and state laws and regulations governing the acquisition of private property, and requiring just compensation, relocation assistance, and other assistance measures would mitigate the impacts from land acquisition and displacement.

Property acquisitions associated with the proposed modifications would be restricted to the purchase of a single residential lot and the residence thereon. The property owner would be compensated for the acquisition and relocation assistance and compensation would be provided in accordance with applicable laws and regulations. As per standard practice, values would be established using recent appraisal reports provided by an accredited appraiser. Based on these considerations, together with compliance with applicable property acquisition regulations, the project impact on acquisitions and displacements would be mitigated to less than significant. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have less-than-significant impacts with respect to population and housing.

3.14 PUBLIC SERVICES

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that the SSCP2 project would result in less-than-significant impacts on public services and other facilities. The proposed modifications would not increase the number of residences, businesses, or other facilities that would require public services, and there would be no increased demand for fire, police, school, or park services as a result of the modifications. There would therefore be no impact on these services. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications.

3.15 RECREATION

The 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all found that the SSCP2 project would not result in a significant impact with respect to recreational facilities. The project modifications would not result in an increase in the demand for recreational facilities, nor would the modified project physically encroach upon or disturb any existing recreational facilities. Therefore, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have no impact with respect to recreation.

3.16 TRANSPORTATION AND TRAFFIC

The 2008 SFEIS/SFEIR found that the SSCP2 project would result in increased transit use, decreased roadway congestion, and decreased parking demand in the downtown Sacramento area. For impacts to intersections, the SFEIS/SFEIR found that the SSCP2 project would reduce traffic volumes on some roadways in the study area and increase volumes on others, but only marginally. The SFEIS/SFEIR identified five intersections in the City of Sacramento and one intersection in the County of Sacramento that would exceed Level of Service (LOS) thresholds. The SFEIS/SFEIR also identified potential impacts associated with delay at grade crossings. Mitigation measures were proposed in the SFEIS/SFEIR to reduce impacts to these intersections and at grade crossings.

The proposed modifications would remove an existing single family residence and would have no impact on transit use or traffic demand. Therefore, there would be no new changes introduced that would cause new significant environmental impacts, nor would there be a substantial increase in the severity of any previously identified impact. Since no new significant impacts have been identified, no new mitigation measures would be required. Therefore, the findings of the SFEIS/SFEIR would not be altered as a result of the proposed modifications, and the proposed project would have no construction or operational impact with respect to transportation and traffic.

3.17 UTILITIES AND SERVICE SYSTEMS

The proposed project modifications involve the demolition of a residential structure and the installation of an access driveway. No wastewater would be produced as part of the construction or operation of the modifications. Similarly, no stormwater facilities would be required to construct or operate the modifications, since no new impermeable surfaces would be created that could cause a substantial increase in runoff. A small amount of water would be used during demolition and construction for dust abatement purposes, and this water would be obtained from existing and entitled sources within the City of Sacramento. Any solid waste produced during demolition of

the existing residence and construction of the driveway would be recycled or disposed of at approved facilities in compliance with applicable state and federal requirements.

The 2008 SFEIS/SFEIR and the 2011 IS/EA identified potential short-term impacts to utility services during construction of the SSCP2 project. Mitigation was prescribed to lessen these effects, and included requirements for coordination with all utility service providers within the project area. These same mitigation requirements would apply to the proposed modifications. RT and PG&E have both been working closely with all utility providers with facilities within and around the SSCP2 alignment. Any service outages would be of short duration, and service users would be provided with notice concerning any planned outages during the implementation of the modifications. As a result, the findings contained in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would not be altered as a result of the proposed modifications, and the proposed project would have no impact with respect to utilities.

3.18 CEQA MANDATORY FINDINGS OF SIGNIFICANCE

As noted above in the discussion on biological resources, the proposed modifications would not adversely affect fish or wildlife habitat, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of an endangered, rare, or threatened species. For historic resources, no adverse effects would occur to these resources as a result of implementation of the proposed modifications, since no known historic resources are known to occur within the APE for the undertaking. To protect against inadvertent impacts to biological and historic resources during implementation of the SSCP2 project, the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS all prescribed mitigation measures. These measures would also be applicable to the proposed project modifications, and would effectively minimize impacts to these resources. Based upon each of these considerations, there would be no adverse effect to biological and historic resources as a result of project implementation.

With respect to cumulative effects, the proposed project would remove an existing residential structure and construct an access driveway to an existing pipeline facility. The project would not involve additional services or increased capacity. The project would have no operation-related cumulative effect when considered in combination with past, current, or reasonably foreseeable projects.

During construction, the proposed project could potentially contribute to cumulative air quality effects related to dust and particulate matter. However, through compliance with applicable regulatory requirements and air quality mitigation measures already prescribed in the SFEIS/SFEIR, the IS/EA, and the IS, the proposed modifications would not contribute considerably to cumulative air quality impacts.

The potential for the proposed modifications to impact human beings is addressed in the various issue topics presented above, including those that affect resources used or enjoyed by the public, residents, and others in the project area (such as aesthetics, public services, and recreation); those that are protective of public safety and well-being (such as air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, and noise); and those that address community character and essential infrastructure (such as land use and planning, population and housing, transportation, and utilities). None of these discussions identified a potential adverse effect on human beings that could not be minimized through project design features, compliance with standard regulatory requirements, or mitigation. As such, there would be no adverse effects to human beings from implementation of the modifications.

4 CONCLUSION

Based on the above analysis, the proposed modifications meet the criteria specified in CEQA Guidelines Section 15162 concerning minor design changes to a previously approved project. No new information or changes have been introduced that would cause new significant environmental impacts to which the modified project would contribute considerably, nor would there be a substantial increase in the severity of any previously identified impact. Since no new significant impacts have been identified, no new mitigation measures would be required. No new impacts not already identified in the 2008 SFEIS/SFEIR, the 2011 IS/EA, and the 2013 IS would occur.

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 proposed modifications.

To: Ed Scofield, Sacramento Regional Transit District
From: Kristin Tremain, Wildlife Biologist, AECOM
CC: Luke Evans, Project Manager, AECOM
Date: April 14, 2015
Subject: Habitat Assessment for the Sacramento Regional Transit District South Sacramento Corridor Phase 2 Extension – Meza Property Acquisition

INTRODUCTION

The Sacramento Regional Transit District (RT) is in the process of extending Light Rail Transit (LRT) service approximately 4.3 miles south from its existing LRT station at Meadowview Road to Cosumnes River College (CRC), referred to as the South Sacramento Corridor Phase 2 extension project (SSCP2). Pacific Gas & Electric Company owns and operates an existing PG&E natural gas pipeline valve facility (PG&E valve lot) adjacent to the LRT ROW. Access to the valve lot requires crossing both sets of RT tracks in the LRT ROW. Due to the safety concerns related to having vehicles and individuals crossing the tracks without notifying RT Operations, RT is providing an alternative means of access to this PG&E facility. The project is currently undergoing NEPA and CEQA revalidation to determine whether any new environmental impacts would occur as a result of constructing and operating a 125-foot access driveway from Fallis Circle to the existing PG&E valve lot adjacent to the LRT ROW. The access route would be constructed at 3633 Fallis Circle, Sacramento, California, where a residential home currently exists. The home would be demolished and its occupants would be relocated.

This memorandum provides a habitat assessment of the proposed project area to determine whether there is potential for the project to affect any special-status species, their habitat, or any wetlands or other waters in the study area. The study area is defined as the Meza Property, located at 3633 Fallis Circle, Sacramento, Sacramento County. The total study area is approximately 0.45 acre in size and trapezoidal in shape. The study area is bound to the southeast and west by residential properties, to the north by the PG&E valve lot, to the northeast by the LRT ROW, and to the south by Fallis Circle.

METHODS

On March 10, 2015, a pedestrian survey was conducted by AECOM Wildlife Biologist Kristin Tremain and Project Manager Luke Evans from 1100 to 1130. Skies were overcast, and the temperature was 62 degrees Fahrenheit.

HABITAT

Site photos are included at the end of this memo. The study area is defined by a single residential house with manicured front lawn and ornamental landscaping in the front yard to the south and by landscaping overgrown by ruderal vegetation and discarded items in the back yard (majority of the study area).

Vegetation

The study area is on flat ground. In the front yard, the study area is dominated by an understory of manicured Bermuda grass, a large olive tree (*Olea europaea*), and an Acacia tree (*Acacia* sp.). In the back yard, the understory largely consists of ruderal and overgrown ornamental species dominated by Bermuda grass, hollyhock (*Alcea rosea*), common vetch (*Vicia sativa*), sweet fennel (*Foeniculum vulgare*), and bristly oxtongue (*Picris echioides*). Small, shrub-like ornamental fruit trees, including orange, cherry, and apple are located toward the western boundary of the property and are in sub-optimal

health. Juniper (*Juniper* sp.) trees are also present. Discarded items, including used office furniture, a television, and an old car are scattered throughout.

Wildlife

Several common bird species were observed in the study area, including Northern mockingbird (*Mimus polyglottos*), American crow (*Corvus brachyrhynchos*), and fox sparrow (*Passerella iliaca*). European starling (*Sturnus vulgaris*) and American robin (*Turdus migratorius*) were observed in of the canopy of the large olive tree in the front yard. A diversity of insects was observed in the back yard, including: aphids, lady bugs, bees, and butterflies.

SPECIAL-STATUS SPECIES

No special-status plant or wildlife species were observed within the study area. The study area, being residential and ruderal in nature, does not appear to provide quality habitat for any special-status species.

Migratory Bird Treaty Act

Potential nesting habitat for birds protected under the Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712) and under California Fish and Game Code (Section 3513) is present in the study area, particularly in the large olive tree in the front yard.

WETLANDS AND OTHER WATERS

No evidence of wetlands, riparian vegetation, or aquatic features was found within the study area.

RECOMMENDATIONS

Construction outside of the nesting bird season. Potential MBTA nesting habitat is present in the study area. As such, it is recommended that construction occur outside of the nesting bird season (February 15 – September 15) to the extent possible. Should construction occur during the nesting season, a preconstruction nesting bird survey is recommended.

SITE PHOTOS



1a. Facing north towards the study area. Note the large ornamental trees, which provide potential nesting bird habitat.



1b. Facing southwest from the northeast corner of the property boundary. Note the overgrown ruderal vegetation dominating the landscape.

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



29 July 2011

Reply To: FTA030811A

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

RECEIVED
AUG 2 2011

Re: Section 106 Consultation for the South Sacramento Corridor Light Rail Project,
Sacramento County, CA

Dear Mr. Rogers:

Thank you for your letter of 29 April 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 as amended and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the revised APE for the undertaking and determination of effect.

FTA in cooperation with the Sacramento Regional Transit District (RT) proposes an extension of transit service from Meadowview Station to Cosumnes River College. The project, the South Sacramento Light Rail Project Phase 2 in Sacramento County will be considered a federal undertaking if FTA funds the project. FTA originally consulted on the project in 2006 however since then, several project modifications were necessary. The modifications to the original project description are described on Page 2-3 of your letter.

FTA has defined the revised APE for the Light Rail Alternative as shown in the maps attached to your letter. I agree the APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the modified APE for the undertaking, three built environment resources were identified; however they are not of sufficient age to be considered historic properties. There were no additional archaeological sites identified as the result of the changes in the APE for this undertaking. Therefore, FTA has determined that no historic properties will be affected. I concur with this determination.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

APR 29 2011

Re: Area of Potential Effect (APE)
Amendment and Determination of No Historic
Properties Affected
Sacramento Regional Transit District
South Sacramento Corridor Light Rail Project
Phase 2

Dear Mr. Donaldson:

The Federal Transit Administration (FTA) in cooperation with the Sacramento Regional Transit District (RT) proposes an extension of transit service from Meadowview Station to Cosumnes River College. The project, the South Sacramento Corridor Light Rail Project Phase 2 in Sacramento County, will be a Federal undertaking if FTA provides financial assistance. The State Historic Preservation Office (SHPO) concurred in an earlier determination that no eligible historic properties would be affected by the undertaking on June 21, 2006 (see Enclosure 1). A Supplemental Final Environmental Impact Statement/Supplemental Final Environmental Impact Report (SFEIS/SFEIR) was prepared and circulated, and FTA signed a NEPA record of decision on the project in December 2008. RT issued a CEQA Notice of Determination for the project, also in December 2008.

Since the earlier environmental findings, a number of needed project modifications have been identified and an Initial Study/Environmental Assessment (IS/EA) is being prepared to assess the impacts associated with the modifications. Several of these proposed modifications fall slightly outside of the original Area of Potential Effect (APE). Accordingly, FTA and RT have amended the APE for the undertaking. The enclosed archaeological and architectural maps (see Enclosure 2), and the justification for the APE's required revision provided below, each account for additional parcels not included in the previous work that may potentially be affected by the revised (current) project.

FTA is requesting SHPO concurrence regarding the revisions to the original APE for this project and concurrence with FTA's finding that no historic properties would be affected.

Overview of the Proposed Undertaking

The Sacramento Regional Transit District (RT) proposes to extend light rail transit (LRT) service approximately 4.3 miles south from the South Sacramento Corridor Phase 1 terminus at Meadowview Road. From the existing Meadowview Station, the Phase 2 extension is envisioned to travel south along the Union Pacific Railroad (UPRR) right-of-way (ROW), turning east and crossing UPRR and Morrison Creek, continuing east to Cosumnes River Boulevard, crossing Franklin Boulevard and

Center Parkway at-grade, crossing over Cosumnes River Boulevard and turning south along the western side of Bruceville Road, and terminating at Cosumnes River College.

Proposed Undertaking Components Requiring a Modification to the APE

Modifications Adjacent to the Union Pacific Railroad

As part of the approved Phase 2 project, the LRT tracks in the northern portion of the extension would be located adjacent to an existing line of Sacramento Municipal Utility District (SMUD) 230kV transmission line poles within the RT ROW and the existing UPRR mainline tracks. These power poles are generally 30 feet west of the UPRR tracks. The location of the SMUD poles does not provide space to allow placement of the RT double tracks between the poles and the existing UPRR tracks without shifting the UPRR tracks to the east. As a result, this arrangement requires that at least one of the RT tracks be placed west of the SMUD poles while the other RT track would be to the east of the SMUD poles.

Based on an August 2, 2005 communication from UPRR, the approved design of the Phase 2 extension in this section incorporated a RT track center located 20 feet to the west of the UPRR freight mainline track (i.e., the distance between the centerline of the RT and UPRR tracks needed to be at least 20 feet). This minimum separation from UPRR tracks allowed RT to construct its extension with one track on the east side of the SMUD poles and the other track on the west side as explained above. This design would not require relocation of the SMUD lines and encroachment into residential properties to the west would be limited. This alignment was assessed in the SFEIS/SFEIR and adopted as the Preferred Alternative in September 2008.

In mid-2009, and after the approval of the SFEIS/SFEIR, UPRR informed RT that for safety reasons it would no longer accept a minimum distance of 20 feet between the RT and UPRR track centers. As part of its recently-adopted urban railway policy, UPRR now requires a minimum of 50 feet of separation between the centerlines of UPRR tracks and tracks operated by other operators unless the other operators constructed a crash wall between the tracks. With a crash wall, UPRR would allow a minimum separation of 25 feet. According to UPRR, separations of at least 50 feet would not require the crash wall because the physical distance between the two tracks would serve as an adequate safety buffer in the event of a derailment.

The Initial Study/Environmental Assessment includes three design options developed by RT to address the new UPRR separation requirement. They include:

Design Option A: Realignment of RT Tracks 30 Feet Westward, Minimum 50-Foot Track Separation. This design option would shift both of the RT tracks to the west to comply with UPRR's separation requirement. The proposed realignment would locate the RT tracks approximately 30 feet west of the SMUD line. This realignment would require the acquisition of additional ROW to the west of the original alignment.

Design Option B: Realignment of RT Tracks 22 Feet Westward, Installation of Crash Wall, and Minimum 42-Foot Track Separation. This design option would entail the following principal components: 1) installation of the RT double tracks approximately 23 feet westwards from their original approved alignment, with both tracks on the west side of the SMUD power pole; and 2) installation of a railway industry-compliant crash wall UPRR mainline track and the RT tracks.

Design Option C: No Crash Wall, No UPRR ROW Acquisition, and 90-Foot Track Separation
This design option would entail two principal components: 1) the installation of both of the RT tracks to the west of the UPRR ROW, at a distance of approximately 90 feet from the existing

UPRR track center; and 2) full acquisition of approximately 36 properties and residences to accommodate the RT alignment, with associated relocations.

Morrison Creek Levee Setback Requirements

The original RT alignment was adjacent to the Morrison Creek levee. Since adoption of the SFEIS/SFEIR in 2008, the City of Sacramento has updated its General Plan to require a greater distance of separation between flood control structures and other improvements. The increase in the distance required is the result of nationwide U.S. Army Corps of Engineers directives regarding flood control structural integrity and the City's concern that levees in the Sacramento area could be compromised by the placement of structures in direct proximity to levees and other flood control structures. In addition, structures that are placed too close to flood control levees could limit the ability of the City and other agencies to maintain and improve the levees in the future. As such, the original alignment assessed in the SFEIS/SFEIR is too close to the Morrison Creek levee and would not comply with the newly-adopted City standards.

The proposed modifications would shift the proposed RT alignment slightly westwards to achieve a greater distance of separation from the Morrison Creek levee. This greater distance would eliminate the potential for compromise of the existing levee structure and would also allow the City and other agencies greater access to maintain and improve the levee in the future. The surrounding area would thus achieve a greater degree of flood control protection than that realized under the original proposal.

TPSS #10 Relocation

The original proposal called for the placement of Traction Power Substation (TPSS) #10 in the proposed Franklin Station parking lot. Subsequent to the SFEIS/SFEIR, during the preliminary engineering phase of the project, a Traction Power Simulation and Load Flow Report was prepared that determined that TPSS #10 should be relocated to minimize voltage drop and to provide optimum power distribution to the light rail system. Electric power to light rail vehicles is provided by substations that must be located certain distances from one another to maintain adequate electrical current flows. The report indicated that if the TPSS was located in its original position in the Franklin Station parking lot, a drop in voltage could occur that could cause stalling of LRT vehicles. In addition, if one of the adjacent TPSSs were to go offline as the result of a breakdown or maintenance requirements, the resulting voltage drop would be severe enough to render the LRT line inoperable for the duration of the outage.

The proposed relocation of TPSS #10 across Franklin Boulevard to the IJAZ parcel would provide for optimum power distribution along this section of the RT alignment. The relocation of TPSS #10 would allow trains to operate without stalling due to a voltage drop, and would allow an adjacent substation to be offline during emergencies or for maintenance without disruption to train service.

Revisions to the APE

Since these and other proposed design changes would impact areas outside of the original 2006 APE, a draft revised APE is submitted as part of this letter and is included as Enclosure 2. The revisions are as follows:

Under Alternative 2, Design Option C, both the archaeological and the architectural APEs will need to be shifted 100 feet southwards in the vicinity of the UPRR tracks.

Under Alternative 2, the archaeological APE will need to be shifted 50 feet to the southwest of the original APE in the vicinity of the Morrison Creek levee. This shift is due to the Sacramento

General Plan requirement that the LRT tracks be at least 50 feet from the levee. Changes to the architectural APE in this area are not required.

Under Alternative 2, the entire IJAZ parcel will need to be included within the archaeological APE to accommodate the relocation of TPSS #10. Thus, the archaeological APE will be shifted to accommodate the entire IJAZ property. Changes to the architectural APE in this area are not required.

No other changes to either the architectural or archaeological APEs are required.

Identification of Historic Properties within the Revised APE

Architectural APE

A total of 354 buildings, structures and objects are located within the original architectural APE for the Phase 2 project (see Enclosure 2). Of these, six buildings, structures or objects were constructed in or before 1957 and required survey or recordation for the proposed project. The remaining 348 buildings, structures and objects were constructed in or after 1958. Previous surveys recorded two archaeological sites within the original APE: Old Calvine Road (CA-SAC-544H), and a collapsed historic-age structure near Bruceville Road (CA-SAC-616H).

As a result of the revised proposed project, the Architectural APE has expanded (see Enclosure 2) to include three lots with residential uses that were not previously studied. These three buildings are one-story, single family residences typical of the neighborhood and other residences in the original APE. They were built in 1969 and 1970 and are not historic-age. A memo report noting the results of the architectural investigation is enclosed with this letter (Enclosure 3).

Archaeological APE

An updated records search was conducted on January 6, 2011 at the North Central Information Center in Sacramento, California. The records search included the revised portions of the archaeological and architectural APE. No previously recorded cultural resources were identified within the revised portions of the APE. A request was also sent to the Native American Heritage Commission (NAHC) for a search of their sacred lands database and an updated list of Native American representatives who may have knowledge of cultural resources within the APE. The request was sent on March 15, 2011. The NAHC has received this request but has not yet responded. A copy of a memo report describing the results of the records search as well as a copy of the letter sent to the NAHC is enclosed (see Enclosures 4 and 5).

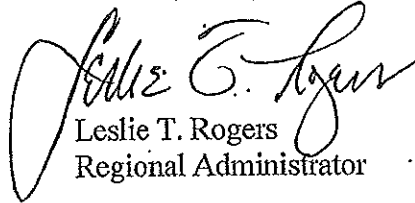
Also within the revised APE, the IJAZ property underwent an archaeological pedestrian survey in 2009. No archaeological resources were identified during the survey. Other portions of the revised archaeological APE were not surveyed because they are predominantly on private property and could not be accessed. A memo report was produced as an addendum to the original cultural resources inventory conducted for the project and is enclosed (see Enclosure 6).

Description of the Undertaking's Effect on Historic Properties

The identification process has revealed that there are no identified historical properties located within the original APE or within the revised APE. Therefore the proposed undertaking will have no effect on historic properties. FTA requests that SHPO concur with the finding of no effect on historic properties.

If you have any questions about the project, please contact Ms. Diane Nakano, RT Project Manager, at (916) 321-3853 or Mr. Jerome Wiggins, FTA Region IX, at (415) 744-2819.

Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosures:

1. Original SHPO concurrence letters (September 25, 2003; June 21, 2006).
2. Maps of revised APE.
3. Grady, Amber. 2011. *Expansion of the Architectural APE for the Sacramento Regional Transit District, South Line Phase 2 Project Modifications*. Letter report to Sacramento Regional Transit District, Sacramento, CA.
4. Zelazo, Emilie. 2011. *Record Search for the Sacramento Regional Transit District, South Line Phase 2 Project Modifications*. Letter report to Sacramento Regional Transit District, Sacramento, CA.
5. Request to NAHC for sacred land database search:
6. Martinez, Jesse. 2009. *Addendum Survey for the South Sacramento Corridor Phase 2 EIS/EIR*. Letter report to Sacramento Regional Transit District, Sacramento, CA.

Copy:

Diane Nakano, AGM Engineering & Construction, Sacramento RT

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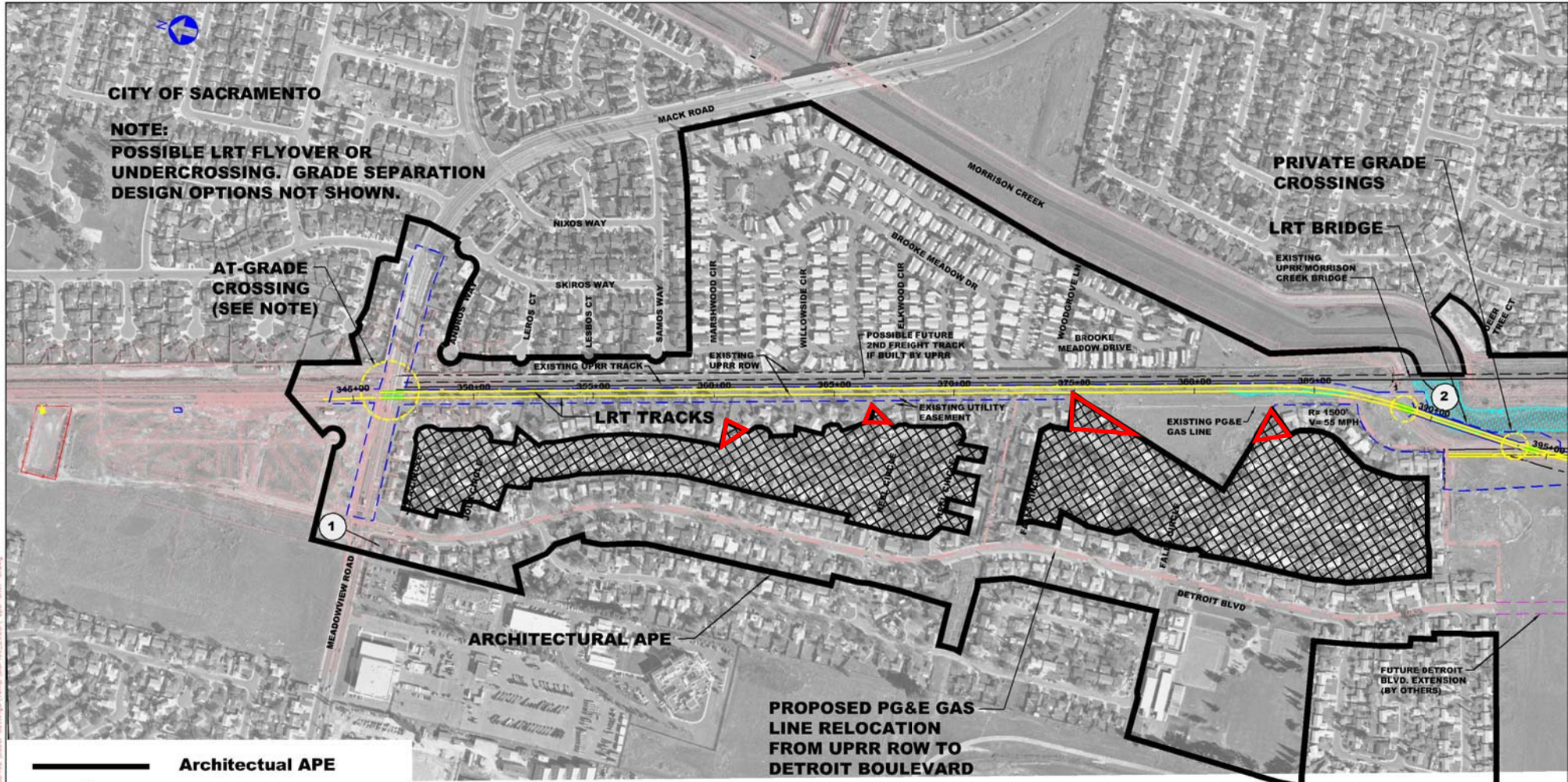
2011 Revised Architectural APE Maps



= Original 2006 Architectural APE



= 2011 Architectural APE Additions



CITY OF SACRAMENTO

NOTE:
 POSSIBLE LRT FLYOVER OR UNDERCROSSING, GRADE SEPARATION DESIGN OPTIONS NOT SHOWN.

AT-GRADE CROSSING (SEE NOTE)

PRIVATE GRADE CROSSINGS

LRT BRIDGE

EXISTING UPRR MORRISON CREEK BRIDGE

LRT TRACKS

POSSIBLE FUTURE 2ND FREIGHT TRACK IF BUILT BY UPRR

EXISTING PG&E GAS LINE

EXISTING UTILITY EASEMENT

EXISTING PG&E GAS LINE




RF=1500'

V=55 MPH

ARCHITECTURAL APE

PROPOSED PG&E GAS LINE RELOCATION FROM UPRR ROW TO DETROIT BOULEVARD

FUTURE DETROIT BLVD. EXTENSION (BY OTHERS)


-  Architectural APE
-  Map Reference Number
-  Outside Architectural APE

TENTATIVE & PRELIMINARY FOR STUDY PURPOSES ONLY

FEBRUARY 2005 ARCHITECTURAL APE Figure 1-1

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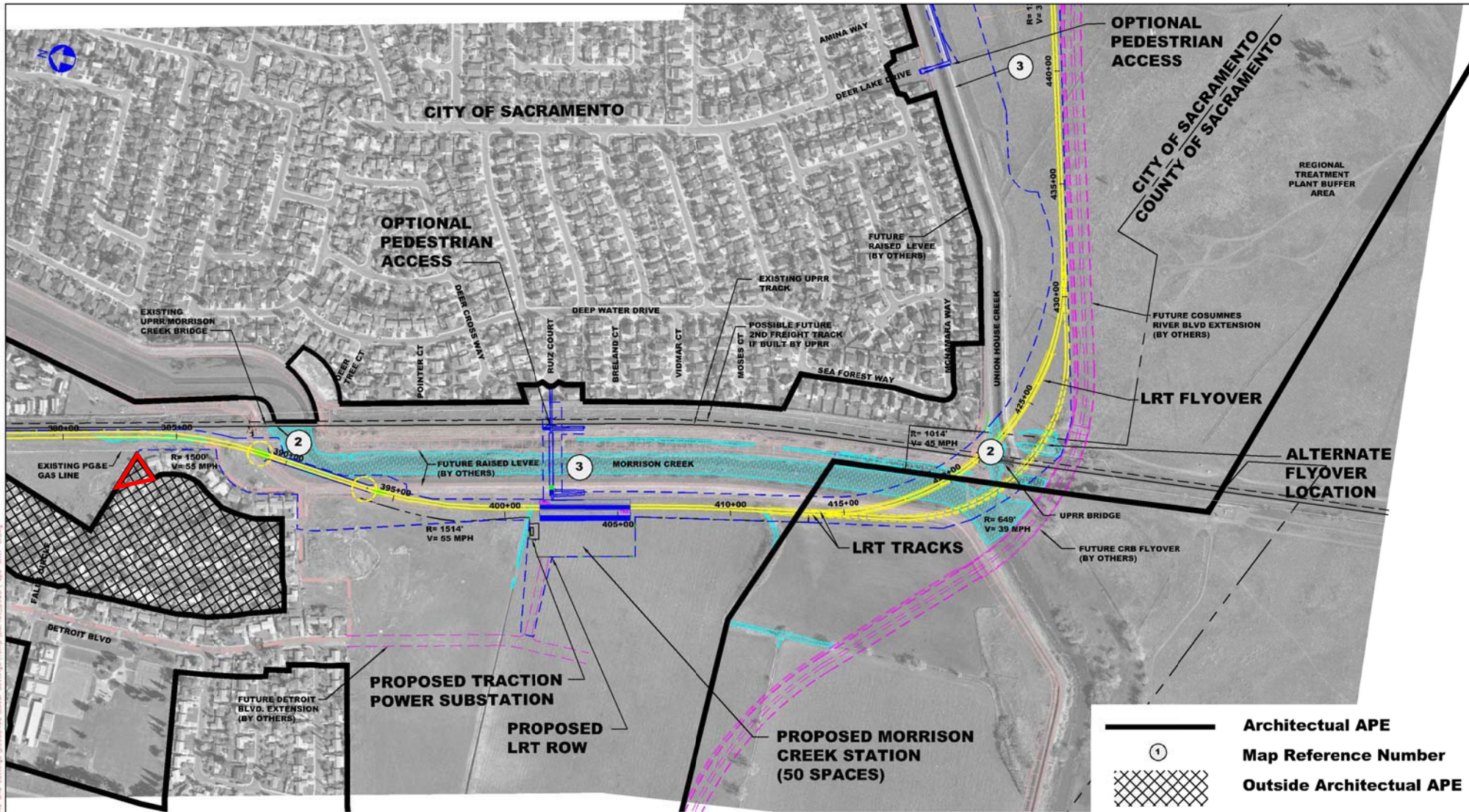
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 CONCEPTUAL ENGINEERING
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G-01
 SHEET 1 OF 6

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TENTATIVE & PRELIMINARY
FOR STUDY PURPOSES ONLY

Architectural APE
 ① **Map Reference Number**
 **Outside Architectural APE**
FEBRUARY 2005 ARCHITECTURAL APE
Figure 1-2

REVISIONS					SCALE: VERTICAL: _____ HORIZONTAL: 1"=200'		PROJECT ENGINEER: _____		REG. NO.	DATE	REGIONAL	SOUTH SACRAMENTO PHASE 2 CORRIDOR CONCEPTUAL ENGINEERING PROJECT FOOTPRINT	G-02 SHEET 2 OF 6
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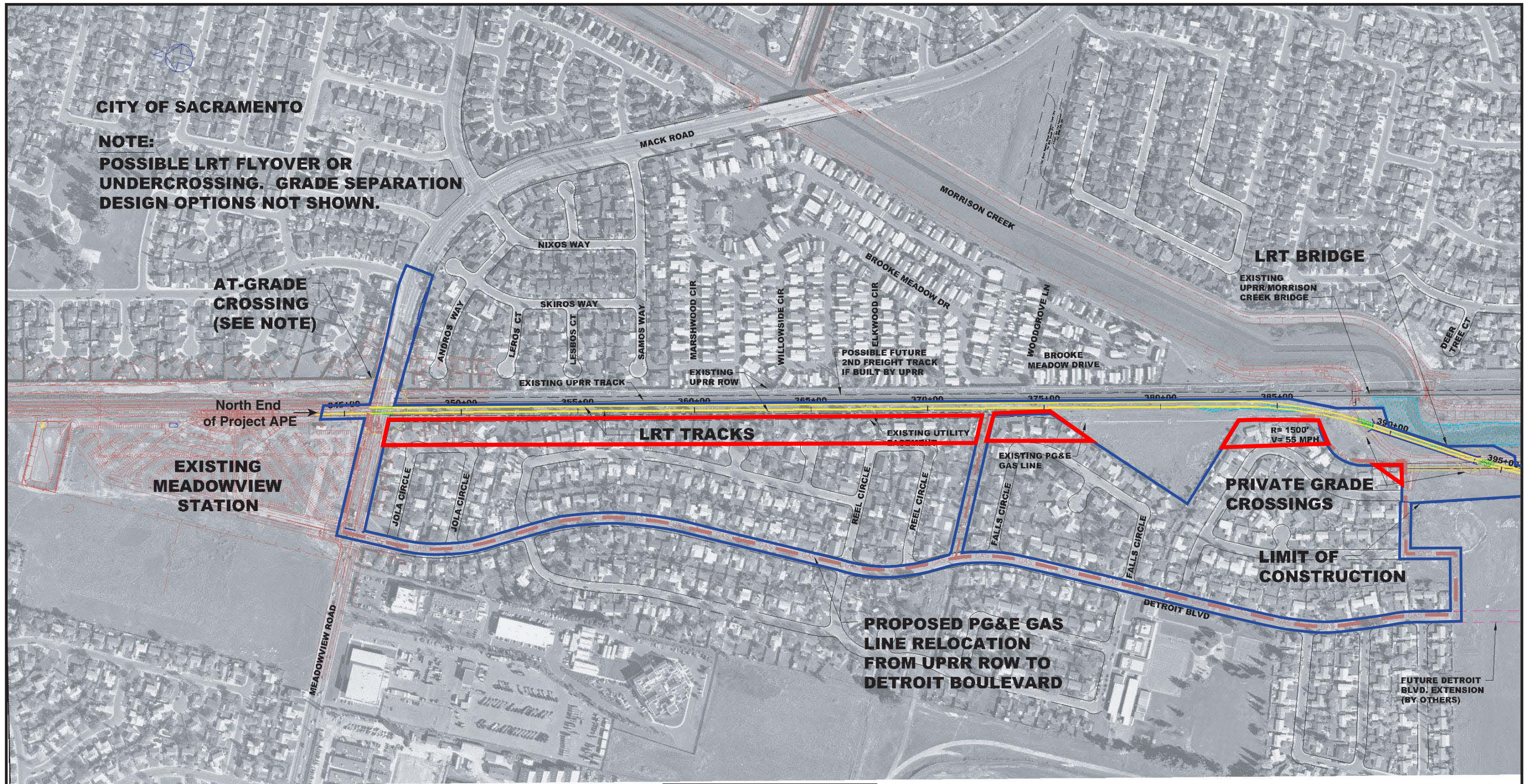
2011 Revised Archaeological APE Maps



= Original 2006 Archaeological APE



= 2011 Archaeological APE Additions



CITY OF SACRAMENTO

NOTE:
POSSIBLE LRT FLYOVER OR UNDERCROSSING. GRADE SEPARATION DESIGN OPTIONS NOT SHOWN.

AT-GRADE CROSSING (SEE NOTE)

North End of Project APE

EXISTING MEADOWVIEW STATION

LRT TRACKS

LRT BRIDGE

EXISTING UPRR/MORRISON CREEK BRIDGE

POSSIBLE FUTURE 2ND FREIGHT TRACK IF BUILT BY UPRR

PRIVATE GRADE CROSSINGS

LIMIT OF CONSTRUCTION

PROPOSED PG&E GAS LINE RELOCATION FROM UPRR ROW TO DETROIT BOULEVARD

FUTURE DETROIT BLVD. EXTENSION (BY OTHERS)

TENTATIVE & PRELIMINARY FOR STUDY PURPOSES ONLY

LEGEND

— Cultural APE

LRT ALIGNMENT WITH DESIGN OPTIONS

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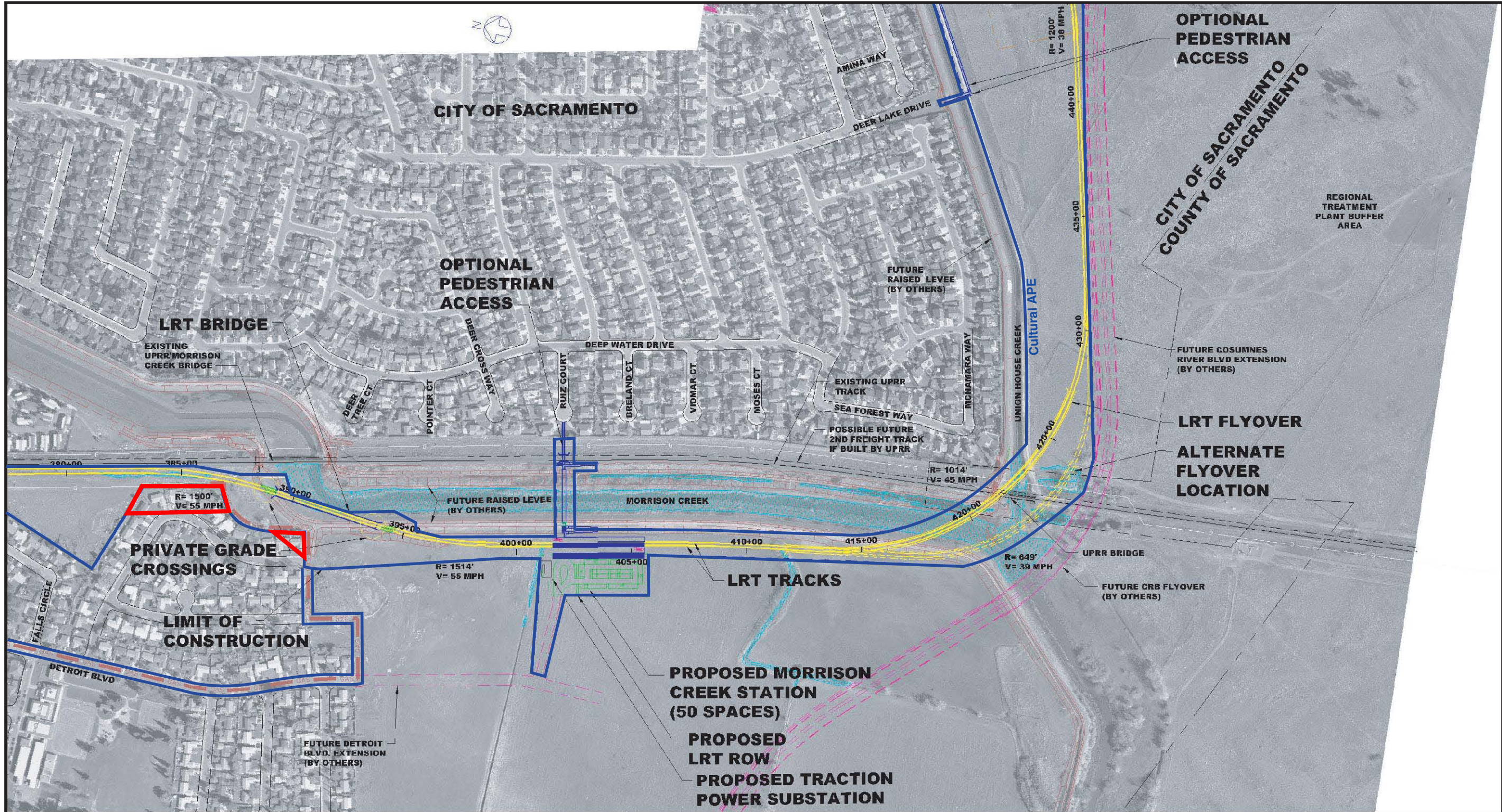
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REGIONAL
 TRANSIT

SOUTH SACRAMENTO PHASE 2 CORRIDOR
 CONCEPTUAL ENGINEERING
 PROJECT FOOTPRINT

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 SHEET 1 OF 5

Figure 4. Light Rail Transit Alignment with Design Options and Archaeological APE (1 of 5).



TENTATIVE & PRELIMINARY FOR STUDY PURPOSES ONLY

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LEGEND

— Cultural APE

LRT ALIGNMENT WITH DESIGN OPTIONS

REGIONAL

TRANSIT

SOUTH SACRAMENTO PHASE 2 CORRIDOR

CONCEPTUAL ENGINEERING PROJECT FOOTPRINT

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Figure 5. Light Rail Transit Alignment with Design Options and Archaeological APE (2 of 5).