

CHAPTER 6.0: COORDINATION AND CONSULTATION

6.1 INTRODUCTION

The Public Involvement Program for the *Downtown/Natomas/Airport Final Alternatives Analysis Report* (2004) and the Draft PEIR was developed and implemented to receive public input from all affected citizens and stakeholders. The Public Involvement Program engaged the public beginning in the first stages of planning, through the environmental review process, to the conceptual engineering phase using a number of forums and a variety of communication tools and materials.

The program was designed to complement the technical flow and progress of the study, while making every effort to reach key stakeholders, property owners, policy makers, and the general public, especially those living and/or working along the proposed alignment. This chapter summarizes the coordination and consultation activities and approaches utilized, including scoping meetings and hearings, meetings and communication, media coverage, public notification of meetings, and local governmental (City of Sacramento and County of Sacramento) participation.

6.2 ELEMENTS OF THE PUBLIC INVOLVEMENT PROGRAM

The Public Involvement Program included the following elements:

- Adhering to CEQA notification procedures, including publishing and distributing a Notice of Preparation (NOP) to state and local agencies;
- Conducting three Draft EIR scoping meetings in December 2001;
- Convening a TRP and CRP which met regularly to discuss project-related issues—the TRP and CRP represented nearly 60 community groups and local agencies;
- Hosting or convening a number of meetings and hearings with existing community, environmental, and business organizations. In addition, three well-attended general public meetings were held;
- Providing regular project updates to the RT Board of Directors;
- Preparing and distributing newsletters, media releases, public notices, and other informational/publicity materials to a mailing list of over 5,700 individuals and community organizations;
- Distributing project information through paid newspaper advertisements, interior car cards (ICC), local schools, and cable television broadcasts; and
- Hosting and regularly updating a project website (www.dnart.org) and information hotline (916-930-1192).

6.3 KEY ELEMENTS

The following outlines the key public involvement elements used to obtain input into the decision process.

6.3.1 Presentations, Briefings, and Workshops

To ensure continuity and establish a consistent presence throughout the DNA Corridor, status reports and presentations during the AA/Draft PEIR studies were provided at critical milestones or when warranted. Groups that have been briefed include the RT Board of Directors, Sacramento County Board of Supervisors, Sacramento City Council, Sacramento City Planning Commission, Community and Business Associations, and other public agencies (e.g., Sacramento Area Council of Governments, Sacramento Housing and Redevelopment Agency, and Sacramento Area Flood Control Agency).

To date, RT staff has participated in a number of presentations, briefings, workshops or other venues with public agencies, organizations, elected officials, and community groups.

As listed below, 18 project presentations have been made to the RT Board of Directors:

- April 8, 2002
- August 12, 2002
- October 28, 2002
- December 8, 2002
- February 24, 2003
- March 24, 2003
- May 12, 2003
- July 28, 2003
- September 22, 2003
- October 27, 2003
- November 10, 2003
- November 24, 2003
- December 8, 2003
- December 15, 2003
- October 25, 2004
- March 14, 2005
- December 12, 2005
- May 22, 2006

Each Board Meeting is announced in advance to encourage public participation and is broadcast on Cable Television Channel 14 on a repeat schedule.

The first joint TRP/CRP meeting took place during a bus tour of the corridor where 45 panel members were briefed on the different alignment options.

6.3.2 Project Mailing List

The goal of establishing and maintaining a project mailing list was to ensure that all interested parties are appropriately informed and updated on the purpose and progress of the DNA study.

Currently, the project mailing list includes the names of over 11,800 individuals and community organizations. This list consists of all interested parties, including key stakeholders, property owners and residents, community groups, civic groups, neighborhood associations, business and planning professionals, transportation advocacy groups, environmental groups, local elected officials, state and federal agencies (included in first planning stages in anticipation of future federal involvement), and various other public individuals. The database is maintained and updated on a regular basis.

6.3.3 Project Information Telephone “Hotline”

As another communication medium, a separate project information telephone “hotline” is maintained. The hotline is updated as needed to include study updates, upcoming public meeting dates, and event information. The hotline is checked daily. To date, 60 calls have been received and responded to by RT staff and its consultant.

6.3.4 Media Releases, Public Notices, and Other Publicity Materials

To encourage public participation and keep the general public, stakeholders, and organizations interested and informed on the study’s progress, a variety of printed materials have been produced. These include media releases, public service announcements, newsletters, flyers, announcements, reminder postcards, website links, fact sheets, and handouts. All materials have been designed to serve as informational pieces that encourage the public and interested parties to participate throughout the study. To date, the following materials have been prepared:

- Four newsletters were designed and written to capture readers’ attention by updating them about the DNA study. Each newsletter was distributed to the DNA mailing list and at community meetings, workshops, various community centers, libraries, and City and County buildings.
- Seven Fact Sheets were developed for each of the public forums to provide meeting attendees an overview of the study. To address several specific community concerns, fact sheets also were prepared addressing the impact public transit has on property values and crime.
- Eleven advertisements were placed in the following publications:
 - *The Natomas Journal*, December 2001 issue, released the last week of November 2001
 - *The Sacramento Bee*, Neighbors, North Edition on December 6, 2001
 - Legal public notice in *The Sacramento Bee*, Classified Advertisement Section on December 6, and 10, 2001
 - ICCs designed and placed in various RT buses and rail cars 2 to 3 weeks before the meetings
 - Advertisement in *The Natomas Journal*, November 2002 issue, promoting the November 13, 2002, public workshop
 - Advertisement in *The Natomas Journal*, July 2003 issue, promoting the July 23, 2003, public workshop
 - *The Sacramento Bee*, Neighbors, North Edition in July 2003
 - Advertisement in *The Natomas Journal*, November 2003 issue, promoting the November 20, 2003, public workshop

- *The Sacramento Bee*, Neighbors, North Edition in November 2003
- Advertisement in *The Natomas Journal*, December 2003 issue, promoting the December 8, 2003, Public Hearing
- *The Sacramento Bee*, Neighbors, North Edition in December 2003

6.3.5 Media Coverage

Several RT media releases were distributed to the following television, radio, and newspaper contacts four weeks in advance of and during the week of each event:

- KCRA Channel 3
- KQCA Channel 58
- KOVR Channel 13
- KTXL Fox 40
- KXTV Channel 10
- KMAX Channel 31
- KVIE Channel 6
- Metro Cable 14
- Access Sacramento
- KFBK 1530
- *The Sacramento Bee*, Metro Section
- *The Sacramento Bee*, Neighbors
- *The Natomas Journal*
- *The Sacramento Business Journal*
- *Sacramento News and Review*
- *Sacramento Magazine*

In addition to the mailing and media list, the following community/business organizations were requested to include information in their monthly publications: South Natomas Transportation Management Association (TMA), North Natomas TMA, Sacramento Chamber of Commerce, Downtown Sacramento Partnership, Sacramento Hispanic Chamber of Commerce, Sacramento Asian-Pacific Chamber of Commerce, Sacramento Black Chamber of Commerce, and the Natomas Business Association. Seven articles also appeared in the following publications:

- *The Natomas Journal* published an article in the October 2002 issue of *Natomas Talk*
- *The Sacramento Bee*, Metro Section published an article in the October 27, 2002, issue regarding the DNA plans
- *The Sacramento Bee*, Neighbors Edition published an article in October 2002 covering the DNA study and promoting the November 13, 2002 public workshop
- *The Natomas Journal* published a cover story in the November 2002 issue that encouraged public participation at the November 13, 2002, public workshop
- *The Natomas Journal* published two articles in the December 2002 issue, which recapped the November 13, 2002, public workshop
- *The Natomas Journal* published an article in the November 2003 issue promoting the November 20, 2003, public workshop and upcoming public hearing in December 2003

6.3.6 Project Website

To keep the public informed, a project website was created and maintained. The project website (www.dnart.org) provides background information about the project along with an electronic archive of key project documents, such as methodology reports, newsletters, and the *Downtown/Natomas/Airport Final Alternatives Analysis Report* (2004). The website also provides a comment form linked to a project e-mail address. To date, nearly 250 people have provided written comments via the link.

6.3.7 Public Forums, Workshops (Open Houses), Hearings, and Meetings

More than 300 public forums, workshops, hearings, and meetings were held during the study process. Several of the more significant meetings are described below.

Scoping Meetings

The Scoping process began when the Notice of Preparation (NOP) was prepared and distributed on November 27, 2001. Notices were mailed to state, county, city, and local agencies notifying them of the filing of the NOP.

Three scoping meetings were held in December 2001 to introduce the public to the DNA Corridor study. The meetings focused on the study process and schedule, alignment and technology alternatives, environmental issues and concerns, and aspects of public involvement.

Invitation letters and scoping booklets were sent to resource agencies (via registered mail), which included local, state, and federal (included in anticipation of future federal involvement) agencies, and the TRP. Over 100 agencies were invited, of which 14 attended. The scoping meeting for the resource agencies was held on Tuesday, December 13, 2001, from 2:00 pm to 4:00 pm.

The scoping meeting for the resource agencies was held on Tuesday, December 13, 2001, from 2:00 pm to 4:00 pm. The first Public Scoping meeting was held on Wednesday, December 12, 2001, from 6:00 pm to 8:00 pm, and was attended by 40 persons (reflects number of people who signed in). The meeting was held at The Club at Natomas Park, in the North Natomas area. This meeting was recorded by Access Sacramento (Channel 73) and was broadcast in January 2002.

The second Public Scoping Meeting was held Thursday, December 13, 2001, from 6:00 pm to 8:00 pm and was attended by 35 persons (reflects number of people who signed in). The meeting was held at the South Natomas Community Center, in the South Natomas area. Both meetings offered a public workshop and drop-in session from 6:00 pm to 6:45 pm, which allowed attendees to gather information on the following topics:

- Process and Schedule
- Study Alternatives
- Technologies
- Environmental Issues
- Public Information

RT gave a formal presentation at the public workshop. Attendees were offered the opportunity to address any questions or concerns immediately following the presentation and were encouraged to complete and submit comment forms.

Outreach Strategies

Several publicity strategies were used to maximize attendance for the public scoping meetings. These strategies included the following:

- A letter and scoping booklet were mailed to resource agencies and TRP/CRP panel members. Those who attended the Public Scoping Meetings also received a scoping booklet at the meeting.
- Flyers were distributed using the DNA mailing list, which included approximately 3,800 individuals and organizations at the time of the mailing. A package of 25 flyers was placed at each of the following locations:
 - City Hall
 - Board of Supervisors office and the County Administration Building
 - Sacramento City Public Library
 - Natomas Public Library
 - Natomas High School
 - The Club at Natomas Park
 - South Natomas Community Center
 - Natomas Business Association Mixer

To encourage attendance at the meetings, phone calls were made one month before the meetings to the Mayor's office, City Council members, and County Board of Supervisors requesting that the meeting be placed on their administrative calendars. Reminder calls also were made two days before the meetings to the Mayor's office, City Council members, County Supervisors, TRP and CRP members, and selected agencies and community organizations.

Scoping Meeting Results

As a result of the public scoping meetings, public and agency comments identified support for, and interest in, the timely implementation of providing fast and frequent transit service from Downtown Sacramento to the Natomas and Airport areas. The comments emphasized the need for connectivity to the existing RT system, including feeder service to the proposed stations along the corridor. The concerns with respect to environmental issues typically focused on potential noise, safety and traffic impacts, and on the effects of a new bridge crossing of the American River at Discovery Park.

November 2002 Public Workshop

On Wednesday, November 13, 2002, a public workshop was held from 5:00 pm to 8:00 pm at Natomas High School. Over 200 members of the public attended. The workshop included 11 staffed informational stations.

The goal of the workshop was to familiarize the community with the three alignments, the two modes, the station locations, a number of environmental and technical issues, and the

schedule for completing the study. Each participant was given the opportunity to provide comments (both one-on-one with staff and written), speak to staff, interact with the elected officials, obtain project materials, and have their name added to the project mailing list.

Outreach Strategies

To maximize workshop attendance, a number of strategies were used:

- Updated the project information telephone hotline to promote the workshop;
- Updated the DNA study website to include information on the workshop;
- Established a link between the DNA study website and the North Natomas TMA website;
- Mailed the second of four project newsletters to over 5,200 individuals and organizations interested in the DNA study;
- Met with and distributed information to 180 Natomas residents at the Natomas Community Festival held Saturday, October 12, 2002;
- Distributed a media release on October 11, 2002, promoting the workshop to *The Natomas Journal*; *The Sacramento Bee*; *The Sacramento Bee, Neighbors North Edition*; *The Sacramento Business Journal*; radio station KFBK; and television channels 3, 10, 13, and 40;
- Mailed workshop invitations to 5,200 individuals previously identified as having an interest in the DNA study;
- Mailed workshop invitations to all residents living within 1,000 feet of Truxel Road, where the transit alignment would be placed;
- Distributed workshop invitations via the organization's newsletter reaching as many as 10,000 North Natomas community residents and local businesses, through the cooperation of the North Natomas TMA;
- Distributed over 230 workshop invitations via e-mail to businesses within the South Natomas community through the cooperation of the South Natomas TMA;
- Placed a workshop ad in the November issue of *The Natomas Journal*;
- Worked with *The Natomas Journal* to prepare a front-page feature story promoting the workshop;
- Worked with *The Sacramento Bee, Neighbors, North Edition* to prepare a story promoting the workshop;
- Sent notices home with school children of the two high schools, six elementary schools, and one charter school in the Natomas Unified School District (8,500 pieces distributed);
- Linked the DNA study website to the South Natomas TMA website; and

- Contacted elected officials, CRP and TRP members, key community and business associations, media contacts, major property owners, and other key stakeholders to encourage their attendance.

A written summary of the workshop was produced and includes a list of the more than 200 workshop attendees and verbatim comments received during the meeting.

November 2002 Public Workshop Results

Comments collected at the public workshop showed overall support for a light rail extension from Downtown Sacramento to the Airport. However, opinions differed on the location of alignment and how use of Truxel Road would impact the local community. Other issues raised included traffic impacts, noise, property values, pedestrian access in the vicinity of Natomas High School, and public safety.

July 2003 Public Workshop

On Wednesday July 23, 2003, RT held a public workshop from 5:00 pm to 8:00 pm at Natomas High School. Eighty members of the public attended and visited staffed informational stations to learn about the DNA study.

The goal of the public workshop was to familiarize the community with the alignments, the modes, the station locations, the environmental and technical issues relating to the corridors, and the schedule for the DNA study. Each participant was given the opportunity to provide comments (both one-on-one with staff and written), speak to staff, interact with the elected officials, obtain project materials, and have their name added to the project mailing list.

Outreach Strategies

To maximize attendance at the workshop, the following strategies were implemented:

- Postcard invitations were mailed in June 2003 to a mailing list of approximately 7,000 contacts throughout the Sacramento Region;
- The flyers were distributed electronically to the TRP and CRP members;
- The flyers were e-mailed to City Councilmember Ray Tretheway and County Supervisor Roger Dickinson for electronic distribution to their community e-mail databases (these two elected officials represent the DNA Corridor);
- The public workshop was promoted on the DNA website and project information hotline;
- A half-page advertisement announcing the public workshop was placed in the June 2003 edition of *The Natomas Journal*; and
- A legal notice was placed in *The Sacramento Bee* in July 2003.

July 2003 Public Workshop Results

As a result of this workshop, RT identified key right-of-way concerns addressed by the public. Comments focused on the impact the light rail extension would have on properties. Other comments recorded showed support for both light rail and/or bus rapid transit as a designated technology for the connection to the airport. Again, RT heard concerns about potential project impacts, including noise, traffic, and property values.

November 2003 Public Workshop

On Thursday November 20, 2003, RT held a public workshop at the Sacramento Convention Center. The public workshop was held from 11:00 am to 1:30 pm. and from 4:00 pm to 9:00 pm. Approximately 175 people attended and visited staffed informational stations to learn about the DNA study. A formal question-and-answer session also took place. There were a total of 154 separate comment/speaker cards submitted. All comments received were categorized by subject and responded to in the RT Board Background Materials for the *Draft Downtown/Natomas/Airport Alternatives Analysis Study*, presented to the RT Board of Directors on December 15, 2003.

Outreach Strategies

The following publicity strategies were used to publicize the public workshop:

- Postcard invitations were mailed on October 15, 2003, to a mailing list of approximately 7,000 contacts throughout the Sacramento Region;
- Flyers were hand delivered to 5,100 homes and 100 businesses (located between West El Camino Boulevard to San Juan Road, and between Azevedo Drive to Northgate Boulevard);
- Fifty flyers were distributed at the October 27, 2003, and November 10, 2003, Regional Transit Board Meetings;
- The flyers were electronically distributed to the nearly 60 TRP and CRP member organizations;
- A packet of 25 flyers were distributed at community and business meetings, including those held by Environmental Council of Sacramento (ECOS), River City Commons, and the Natomas Chamber of Commerce;
- The flyers were e-mailed to Councilmember Ray Tretheway and Supervisor Roger Dickinson for electronic distribution to their community email databases;
- The public workshop was promoted on the DNA website and project information hotline;
- A packet of 25 postcard invitations were also hand delivered for distribution to the Metro Chamber of Commerce, on Capitol Corridor trains, and at the South Natomas Community Center;

- A half-page advertisement announcing the public workshop was placed in the November 2003 edition of *The Natomas Journal*; and
- A legal notice was placed in *The Sacramento Bee* on Sunday, November 16, 2003.

November 2003 Public Workshop Results

Several comments were documented through the formal question and answer session held during the workshop and from comment cards filled out by attendees. As an issue, increased traffic congestion was identified as a key concern for area residents who feel that the problem exists now and will only worsen with the addition of light rail. Concerns were also expressed about current bus service in the corridor as well as ridership projections for system use between Downtown and the Airport.

December 2003 Public Hearing

On December 8, 2003, the RT Board of Directors held a public hearing to receive public input on the *Draft Downtown/Natomas/Airport Alternatives Analysis Report*. The public hearing was held at 6:00 pm in the County of Sacramento Board of Supervisors Chambers located in Downtown Sacramento at 700 H Street. Nearly 60 members of the public provided testimony to the RT Board. Prior to the December 15, 2003, RT Board meeting, all comments received at the public hearing were addressed. A binder was then assembled and provided to the Board members with copies of all comments received throughout the study process and respective responses. The binder was chronologically organized as follows:

- Part A: October 21, 2001- November 5, 2003
- Part B: Public Comment on AA Report (November 6, 2003)
- Part C: November 20, 2003 Workshop
- Part D: December 8, 2003 Public Hearing
- Part E: Post December 8, 2003

Of the individuals who testified at the Public Hearing, over 30 people were in support of the light rail alignment down Truxel Road. Testimonials in support of light rail, transit/land use coordination and Smart Growth came from a variety of stakeholders, including local government agencies, the Americans with Disabilities Act (ADA) community, Natomas Unified School District, South Natomas TMA, ECOS, Sacramento Metro Chamber, and Downtown Sacramento Partnership. Other individuals, however, touted the lower capital and operating and maintenance (O&M) cost associated with building and operating BRT, and the less significant community impacts that would occur with use of an I-5 alignment.

RT Board Meeting to Select the Preferred Alternative

On December 15, 2003, the RT Board convened to consider adopting the *Downtown/Natomas/Airport Alternatives Analysis Report* and selecting a preferred alternative. The meeting was held at 6:00 pm at the City of Sacramento's Interim City Hall, Council Chambers located at 730 'I' Street, Sacramento, California. Seven members of the public spoke to the RT Board regarding the DNA study.

After a review of the study results and because it provided the greatest ridership benefit and the lowest cost, the RT Board voted six to one to select Alternative 3: Truxel Light Rail Transit (DNA project) as the preferred alternative for the DNA Corridor.

6.4 KEY STAKEHOLDER COORDINATION

RT used two methods to coordinate with key federal, state, and local regulatory and agency stakeholders:

1. RT established a TRP, consisting of approximately 40 members representing 17 local, state and federal agencies as appointed by the RT General Manager. These meetings were held monthly during the development and analysis of alternatives.
2. RT arranged to meet with key local and resource agency representatives in their own offices or by attending their established forums. Examples are the Lower American River Task Force meetings, the U.S. Army Corps of Engineers pre-application meetings, or coordination meetings with the City of Sacramento on a monthly basis.

The TRP meetings are conducted as working sessions, allowing members to actively participate with RT staff in the study process.

In addition to a TRP, a CRP was established consisting of approximately 50 members representing 40 organizations. The members were initially selected by RT staff and appointed by the RT General Manager. Additionally, a draft list was provided to the offices of Sacramento County Supervisor Roger Dickinson and Sacramento City Council member Ray Tretheway for review and comment, including consultation by the City Planning staff. The CRP meetings are similar to the TRP meetings, allowing members to openly discuss ideas and concerns with RT staff and provide input on project deliverables.

Each of the TRP and CRP members receives an invitation 2 weeks before every meeting and a reminder e-mail and phone call 24 hours prior to the meeting time.

To date, the TRP has met 19 times and the CRP has met 18 times between December 2001 and June 2006. On average, attendance included approximately 13 members for each panel. Tables 6.4-1 and 6.4-2 identify the TRP and CRP member agencies and community groups, respectively.

Table 6.4-1 Technical Review Panel Member Organizations	
<ul style="list-style-type: none"> • California Department of Transportation • City of Sacramento • County of Sacramento • Federal Aviation Administration • Federal Transit Administration • Los Rios Community College • Natomas Unified School District 	<ul style="list-style-type: none"> • Sacramento Regional Transit District • Sacramento Area Council of Governments • Sacramento Area Flood Control Agency • Sacramento County Airport System • Sacramento County Regional Parks & Recreation • Sacramento Housing and Redevelopment Agency • Sacramento Metropolitan Air Quality Management District

**Table 6.4-2
Citizen Review Panel Member Organizations**

<ul style="list-style-type: none"> • Alkali Flat Neighborhood Association • Alleghany Properties • American River Parkway Foundation • Capitol Station District • City of Sacramento • Cleaner Air Partnership • Councilmember, City of Sacramento • County of Sacramento • Gerry N. Kamilos, LLC • Integral Design • KVIE • Lennar Homes • Lewis Operating Corporation • Maloof Sports and Entertainment • Natomas Community Association • <i>The Natomas Journal</i> • Neighborhood Area Group (NAG) • North Natomas Alliance • North Natomas Community Association • North Natomas Study Group • North Natomas Transportation Management Association 	<ul style="list-style-type: none"> • Northgate/Gardenland Neighborhood Association • Office of Assemblyman Steinberg • Parks and Recreation Commission • River Oaks Community Association • Sacramento Area Council of Trade Organizations (SACTO) • Sacramento Convention and Visitors Bureau • Sacramento Labor Council • Sacramento Metro Chamber of Commerce • Sacramento Metropolitan Air Quality Management District • Sacramento River Property Owners Association • Sacramento TEN • Save the American River Association • South Natomas Transportation Management Association • Supervisor, County of Sacramento • Downtown Sacramento Partnership • Union Pacific Railroad Company • Valley View Acres Community Association
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6.5 AGENCY COORDINATION

RT staff has had over 100 meetings or consultations with various individuals and agencies regarding the DNA Corridor study. The following agencies were sent a letter requesting their participation as cooperating agencies: U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Coast Guard, U.S. Environmental Protection Agency, National Park Service, Federal Aviation Administration, and the Central Valley Regional Water Quality Control Board. Federal agencies were contacted as their substantial involvement is anticipated during future stages of the DNA project. Each agency was notified of public meetings and opportunities to participate in the project. Table 6.5-1 identifies how often meetings were held and issues raised and addressed during the meetings.

6.5.1 Consultations Pursuant to the National Historic Preservation Act

In order to identify and resolve any potential environmental issues related to cultural resources, the FTA, as lead federal agency, began consultation with the California Office of Historic Preservation (OHP) under Section 106 of the National Historic Preservation Act. The FTA delegated to RT the responsibility for coordinating with the OHP on this project. RT met with the OHP at the initial corridor analysis stages (February 2004), and the OHP directed RT to begin consultations with key stakeholders such as the City Preservation Office and Native American interests. Additional steps included refining the assessment of potential impacts (at CA-SAC-26) and making a final determination of measures that may be necessary to mitigate potential impacts. Agency correspondence regarding the project

**Table 6.5-1
Agency Coordination: October 2001 through December 2006**

Organization	Number of Meetings	Issues Raised and Addressed
City of Sacramento	54	Use of 5th, 6th and 7th Streets as potential light rail transit (LRT) alignments; traffic access and circulation (e.g., median and in-street LRT operations at Truxel Road and Gateway Park Boulevard); proposed redevelopment of the Railyards and Richards Boulevard Area; and funding of North Natomas stations through use of city impact fees.
County of Sacramento	10	Land use projections; development plans for Metro Air Park and Greenbriar; project impacts associated with crossing of the American River Parkway.
Sacramento Area Council of Governments (SACOG)	5	Land use projections; project funding; update of the MTP.
Sacramento Area Flood Control Agency (SAFCA)	18	Location, water flow, and environmental impacts of new bridge crossing of American River; SAFCA prepared water flow analysis, resulting in no impacts.
Sacramento County Airports	10	LRT alignment and transit user access to future airport terminal; station locations; airport contribution to project funding; security issues.
Sacramento Municipal Utility District (SMUD)	3	Discussion of utility conflicts
State of California		
Department of Parks and Recreation	3	New bridge crossing of American River and potential 4(f) and 6(f) impacts.
Department of Transportation	2	Possible use of an I-5 and I-5/I-80 alignment; traffic operations and future interchange improvements; use of state right-of-way.
State Historic Preservation Officer	2	Agency coordination regarding Section 106 archeological, historical, and cultural reviews.
Federal Agencies		
Federal Transit Administration	6	Agency coordination regarding preparation of the AA Report and DEIS/R; project funding.
U.S. Army Corps of Engineers	2	New bridge crossing of American River and potential impacts to Waters of the United States.
U.S. Environmental Protection Agency	2	New bridge crossing of American River and potential impacts to Waters of the United States.
U.S. Fish & Wildlife Service	2	New bridge crossing of American River and potential impacts to Waters of the United States.
U.S. Coast Guard	1	New bridge crossing of American River and potential impacts to Waters of the United States.

occurred on October 28, 2002 and December 30, 2002; meetings were held on December 19, 2002 meetings were held on December 19, 2002, February 2004, and January 20, 2006.

The Native American Heritage Commission (NAHC) was contacted on April 8, 2004, to obtain a list of Native Americans who might be interested in consulting regarding the DNA project or observing test excavations of prehistoric archaeological sites. The NAHC responded on April 16, 2004, that a search of the sacred lands file failed to indicate the presence of Native American cultural resources in or near the DNA Corridor. The NAHC also provided a list of Native Americans available for consultation regarding cultural resources matters in the project area. On April 26, 2004, a letter was sent to each of the names on the NAHC list, requesting information about Native American cultural resources in the project area.

6.5.2 Consultations Pursuant to the Clean Water Act

The first pre-application meeting with the U.S. Army Corps of Engineers (USACE) was held on May 6, 2004. This meeting served to introduce the USACE to the project and to discuss the anticipated processes associated with regulatory compliance. A wetland delineation for the project was conducted in July 2004 and the report was submitted to the USACE in March 2005. A second pre-application meeting was held with the USACE on February 2, 2006. This meeting served to update the USACE on the project and to achieve consensus on regulatory compliance processes.

A preliminary 404(b)(1) analysis has been completed. Additional consultation with the USACE would be required for issuance of a permit under the Clean Water Act for future phases of the DNA project.

6.5.3 Consultations Pursuant to the Endangered Species Acts

Consultation with the U.S. Fish and Wildlife Service (USFWS) under Section 7 of the federal Endangered Species Act and with the California Department of Fish and Game under the California Endangered Species Act is required if the DNA project will have impacts to special status species. The USACE will consult with the USFWS and National Oceanic and Atmospheric Administration Fisheries Service pursuant to Section 7 of the ESA. At this time formal consultation has not been initiated.

6.6 STAKEHOLDER COORDINATION

RT staff also has consulted with a number of elected officials and other stakeholders regarding the DNA study. Table 6.6-1 identifies how often meetings were held and issues raised and addressed.

6.7 INPUT RECEIVED

Throughout the DNA study, hundreds of key community issues, questions, and concerns were collected in verbal and written form. This public feedback was provided to RT and the study team at the December 2001 Scoping Meetings, the public workshops, through public presentations and via the project website and information hotline. This information is summarized and contained in the *Final Public Involvement Results Report* prepared as part

**Table 6.6-1
Stakeholder Coordination: October 2001 through December 2006**

Elected Officials and Other Stakeholders	Number of Meetings	Issues Raised and Addressed
City of Sacramento City Councilmembers	20	LRT alignment, access and traffic circulation; possible acquisition of residential and commercial properties; station and park-and-ride lot locations; impacts on existing and future neighborhood parks; project funding.
City of Sacramento Planning Commissioners	4	LRT alignment, access and traffic circulation; station and park-and-ride lot locations; community impacts related to visual, noise and vibration, land use.
County of Sacramento Board of Supervisors	12	LRT alignment and station locations; community impacts related to traffic, visual, noise and vibration, land use; bridge crossing of the American River; project funding.
Natomas Unified School District Administrators	4	Use of Natomas High School property for LRT alignment and future station location; student use of LRT; pedestrian safety and school access due to proposed LRT at-grade crossing.
Other Public and Private Sector Individuals	14	Development plans for Capital 65 Project, Metro Air Park and Greenbriar; park-and-ride and station access at ARCO Arena; and Yolo County transit access/transfer to the DNA LRT line.

of the *Draft Downtown/Natomas/Airport Alternatives Analysis Report* completed in December 2003.

Table 6.7-1 identifies the location and number of presentations provided during the course of this study, along with the types of technical and policy issues raised during these sessions.

**Table 6.7-1
Community Presentations: October 2001 through December 2006**

Location and Type of Group	Number of Meetings	Issues Raised and Addressed
South Natomas (e.g., Natomas Community Association, Natomas Chamber of Commerce, South Natomas TMA, River Oaks Community Association)	20	Alignment and station locations; size of park-and-ride lots; LRT operation and traffic impacts; side street vehicle access; neighborhood impacts (e.g., visual, noise, vibration and land use); potential acquisition of residential and commercial properties; project impacts on property values; transit user and local resident safety; improved fixed route bus service.
North Natomas (e.g., North Natomas Alliance, North Natomas TMA, North Natomas Study Group)	12	Dedication of land for LRT operations and stations; traffic impacts, particularly at the intersection of Gateway Park and Truxel Road; access to Arco Arena; size of park-and-ride lots; project impacts on threatened and endangered species.
Other Groups (e.g., Lower American River Task Force, Los Rios Community College District, Paratransit)	35	New bridge crossing of the American River and impacts on floodway protection, river hydraulics, fish, and public recreation; tunnel crossing of the American River; access to Los Rios Community College satellite campus; North Natomas developer fee program; LRT station design and Americans with Disabilities Act (ADA) access.

6.8 ENVIRONMENTAL JUSTICE CONSIDERATIONS

Adequate public participation is also critical to incorporating environmental justice considerations into transportation projects, both to enhance the quality of the analysis and to ensure that potentially affected parties are not overlooked or excluded from the process. Public participation involves two-way communication, with the agencies receiving information, comments and advice, as well as disseminating information as possible approaches, analyses and decisions. This is particularly important when potential environmental justice issues are involved. To address potential environmental justice concerns and communicate with potentially affected communities, RT has taken steps to encourage and facilitate active participation by low-income and minority communities during the DNA Corridor study. These steps include the following:

- Conducting a corridor-wide demographic analysis;
- Initiating early public outreach to low-income households and minority populations;
- Implementing targeted public outreach;
- Assessing the impacts to all communities, including low-income and minority communities;
- Analyzing whether or not the impacts identified would be predominately borne by low-income households and/or minority populations or if they would be appreciably more severe or great in magnitude to these populations; and
- Identifying impact mitigation resources if efforts to avoid or minimize impacts were unavailable or deemed infeasible.

Using the outreach tools described earlier in this chapter, RT and its consultant team have taken a proactive approach to identify and engage, both formally and informally, elected officials, community stakeholders, organizations, and neighborhood groups to discuss the proposed project and its potential impact to the community. In engaging these groups, the following questions were posed:

- Where do people need to go, and how are they served now?
- What do you see as possible impacts and benefits of the proposed action?
- What is important about the fabric of this community that we need to recognize?
- What concerns and hopes do you have if a station is developed in your neighborhood? If there is a new rail line? If there is additional traffic?
- How do people living and working here communicate about local issues?
- How do they want to keep informed about the project?
- How would they like to participate?
- What local publications are useful for informing people in the community?

Focused outreach with low-income and minority communities resulted in the following meetings and feedback regarding the project:

- The Alkali and Mansion Flats Historic Neighborhood Association, which had raised concerns about the project related to cultural, noise and vibration, traffic circulation, pedestrian access, and other impacts.
- The Natomas Community Association, River Oaks Community Association, Discovery Village Homeowners Association, Truxel Road Preservation Association and the River City Commons Homeowners Association raised concerns about the project and its potential impact on residents and businesses located along Truxel Road, between Garden Highway and San Juan Road.

Specific issues included concerns about property values, local resident safety, traffic circulation, noise and vibration, aesthetics, property acquisition and local land use. To address the issue of property acquisition, one alignment option that would have resulted in the acquisition of nearly 90 homes along the alignment was eliminated from further study.

- Similar to the residents in South Natomas, the North Natomas Alliance and Natomas Crossing Community Association also raised concerns about the project and its potential impact on people living and working along Truxel Road and north of I-80.

In addition to meeting with these organizations, RT staff met with several community-based organizations, including Regional Transit's Mobility Advisory Council and the Sacramento Asian-Pacific Chamber of Commerce to provide them with an update of the study.

6.9 NEXT STEPS

6.9.1 Public Involvement

RT will continue to meet with stakeholders as needed at key milestones of the DNA Corridor study. RT staff will also continue to make presentations at neighborhood and business associations, Chambers of Commerce, and other community stakeholder groups.

Public involvement activities will continue to be scheduled to provide members of the community an opportunity to be educated and to provide input in subsequent phases of project delivery described in the following section. Outreach activities to occur prior to release of the PEIR include the following:

- Preparing and distributing updated project materials, including a project newsletter and fact sheets;
- Conducting media outreach to inform local radio, television, and newspaper outlets on the status of the project;
- Convening targeted stakeholder meetings with community members to be directly impacted by the first phase of MOS-1;

- Convening agency coordination meetings with City of Sacramento and Sacramento County staff;
- Convening TRP/CRP meetings to educate panel members on the project and to review the Draft PEIR;
- Convening a community meeting to share with the public the results of the environmental evaluation; and
- Convening a public hearing to be held during the public review period following the release of the Draft PEIR.

6.9.2 Project Delivery and Implementation

Following the completion of the PEIR, RT will begin addressing other short- and long-term project implementation issues. Building on the coordination and consultation process established during the planning phase, RT will continue to work closely with local, state, and federal agencies to implement its vision for the DNA Corridor. A set of “Next Steps” are provided below that RT would take to pursue its vision of implementing transit improvements in the DNA Corridor.

Environmental Documentation

Following RT’s receipt and response to comments on the Draft PEIR, RT would respond to comments and prepare a Final PEIR. At that time, RT would initiate Preliminary Engineering (PE) for MOS-1 and preparation of a project-level environmental document that tiers from the PEIR. RT would further produce findings on the feasibility of reducing or avoiding significant environmental effects prior to approving the DNA project and provide a Statement of Overriding Considerations for unavoidable significant effects on the environment, if needed. A Notice of Determination would be filed with the County Clerk by RT within five working days after deciding to carry out or approve the DNA project.

Preliminary Engineering and Refinement of Design Options

In preparing the *Downtown/Natomas/Airport Final Alternatives Analysis Report (2004)*, RT evaluated the study alternatives based on conceptual planning and engineering at approximately a 10 percent level of design. During PE, RT intends to continue the refinement process for MOS-1 and any related design options to at least 30 percent design.

Continued Agency Coordination

Please refer to Section 4.21 for a comprehensive list of regulatory and institutional requirements.

MOS-1 Implementation Schedule

In general, the schedule for implementing MOS-1 assumes the following key dates:

- Completion of the Draft PEIR with circulation of the document for public review and comment – December 2007

- RT Board certifies Final PEIR – April 2008
- Initiation of PE and preparation of the project-specific EIS/EIR – April 2008
- Completion of PE and the project-specific EIS/EIR – April 2009
- Initiation of Final Design and Engineering – January 2010
- Completion of Plan, Specifications, and Estimates – December 2011
- MOS-1 Construction – 2012-2013
- Opening Day of Service – 2014