



Downtown/Natomas/Airport Draft Environmental Impact Statement / Report

Project Update

Presentation to a Joint Meeting of:
Technical/Citizens Review Panels
Sacramento, California
November 15, 2006

1. Project Development Overview

DNA Transit Corridor Development Process

1. Alternatives Analysis Report
2. Draft EIS/R
3. Preliminary Engineering and Preparation of Final EIS/R
4. Final Design
5. Project Construction
6. Opening Day of Service

Overview of the DNA Transit Corridor

- 13-mile corridor: Downtown Sacramento to Sacramento International Airport
- Connects Airport and Natomas with rest of Sacramento County
- Light Rail Transit has been identified in the Corridor since 1980's
- DNA Alternatives Analysis Study began in late 2001 and completed 2003
- Locally Preferred Alternative (LPA) decision
- Peer review

Public Involvement

To-date, public involvement has included:

- Presentations at over 100 meetings open to the public, including many in Natomas
- Participation at over 60 meetings with public agencies
- Interviews with over 40 stakeholders and elected officials
- Presentations at 13 Citizens Review Panel/Technical Review Panel meetings
- Three public workshops
- Mailings, 4 newsletters, extensive news coverage, etc.

2. Locally Preferred Alternative

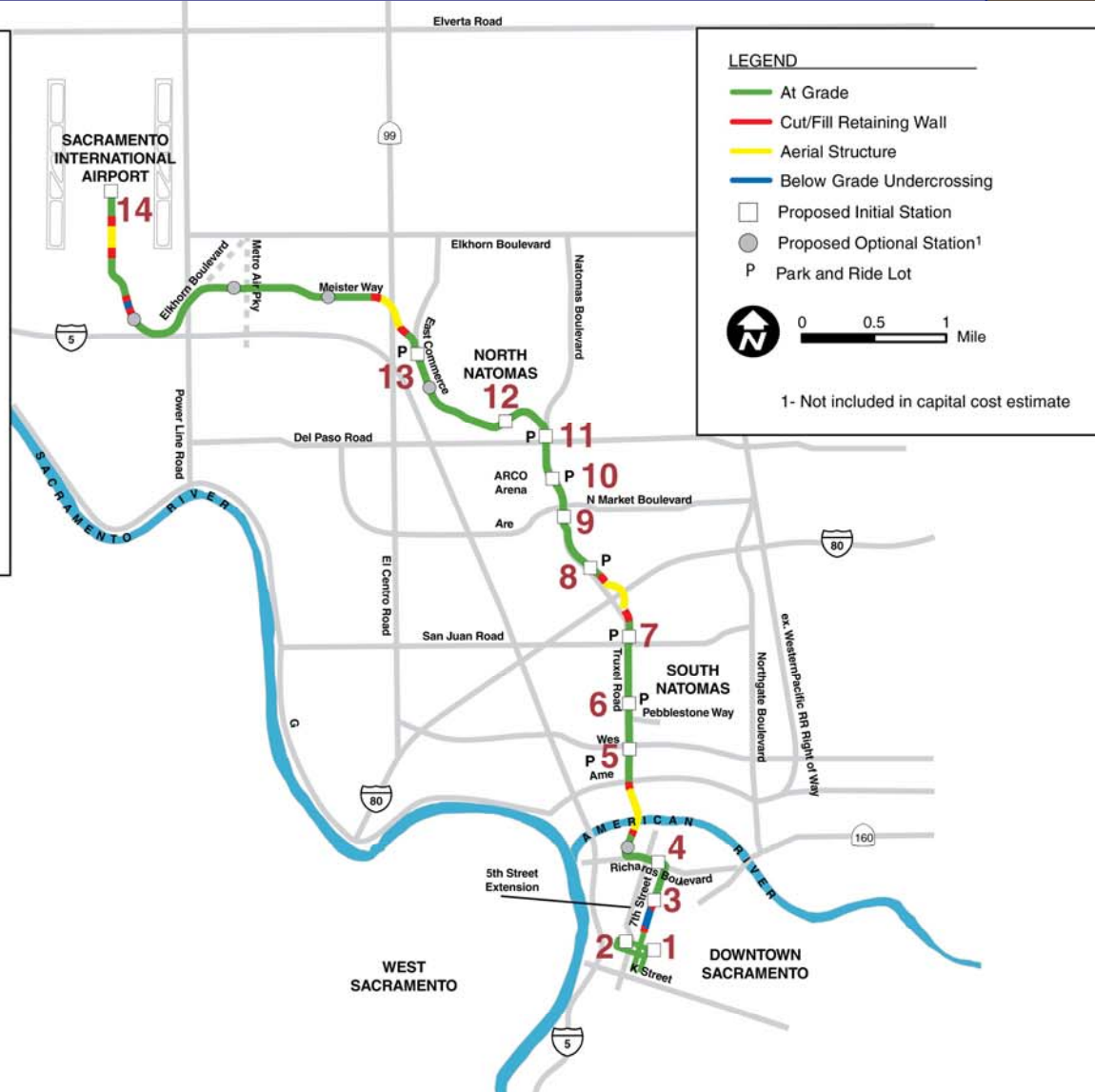
DNA Corridor Locally Preferred Alternative

- Ten alternatives were initially evaluated
- Locally Preferred Alternative adopted by RT Board of Directors – December 2003
- 13-mile route between Downtown Sacramento and Sacramento International Airport
- 14 stations, four optional stations, 7 park-and-ride lots
- New transit service projected to open between 2014 and 2027, depending on funding options

DNA Corridor Locally Preferred Alternative

Stations/Parking

- 1- 7th & H Street Station
- 2- Sacramento Valley Station
- 3- Railyards Station
- 4- Richards Boulevard Station
- 5- West El Camino Ave Station (P)
- 6- Pebblestone Way Station (P)
- 7- San Juan Road Station (P)
- 8- Gateway Park / Natomas Marketplace Station (P)
- 9- Arena Boulevard Station
- 10- Arco Arena Station (P)
- 11- East Town Center Station (P)
- 12- North Natomas Town Center Station
- 13- Club Center Drive/North Village Center Station (P)
- 14- Sacramento International Airport Station



3. Since Adoption of LPA

Since Adoption of the LPA

- RT submitted to FTA initial draft DEIS/R (July 2004)
- Measure A renewal approved by the voters (November 2004)
- RT convened DNA Peer Review (May 2005)
- RT re-submitted to FTA revised draft DEIS/R (September 2006)

Since Adoption of the LPA

- Peer Review Recommendations and Board Direction:
 - ✓ Implement the DNA LPA using more than two phases
 - ✓ Develop a first phase between Downtown Sacramento and Richards Boulevard (MOS-1)
 - ✓ Determine if MOS-1 is competitive for New Starts federal funding or must be advanced with local funding

Since Adoption of the LPA

- Peer Review Recommendations and Board Direction (Continued):
 - ✓ Complete the Draft Environmental Impact Statement/Report, clearing entire LPA and MOS-1
 - ✓ Prepare Final EIS/R and initiate right-of-way purchase for future park-and-ride lots

4. MOS-1 Discussion

MOS-1 Discussion

What is an MOS?

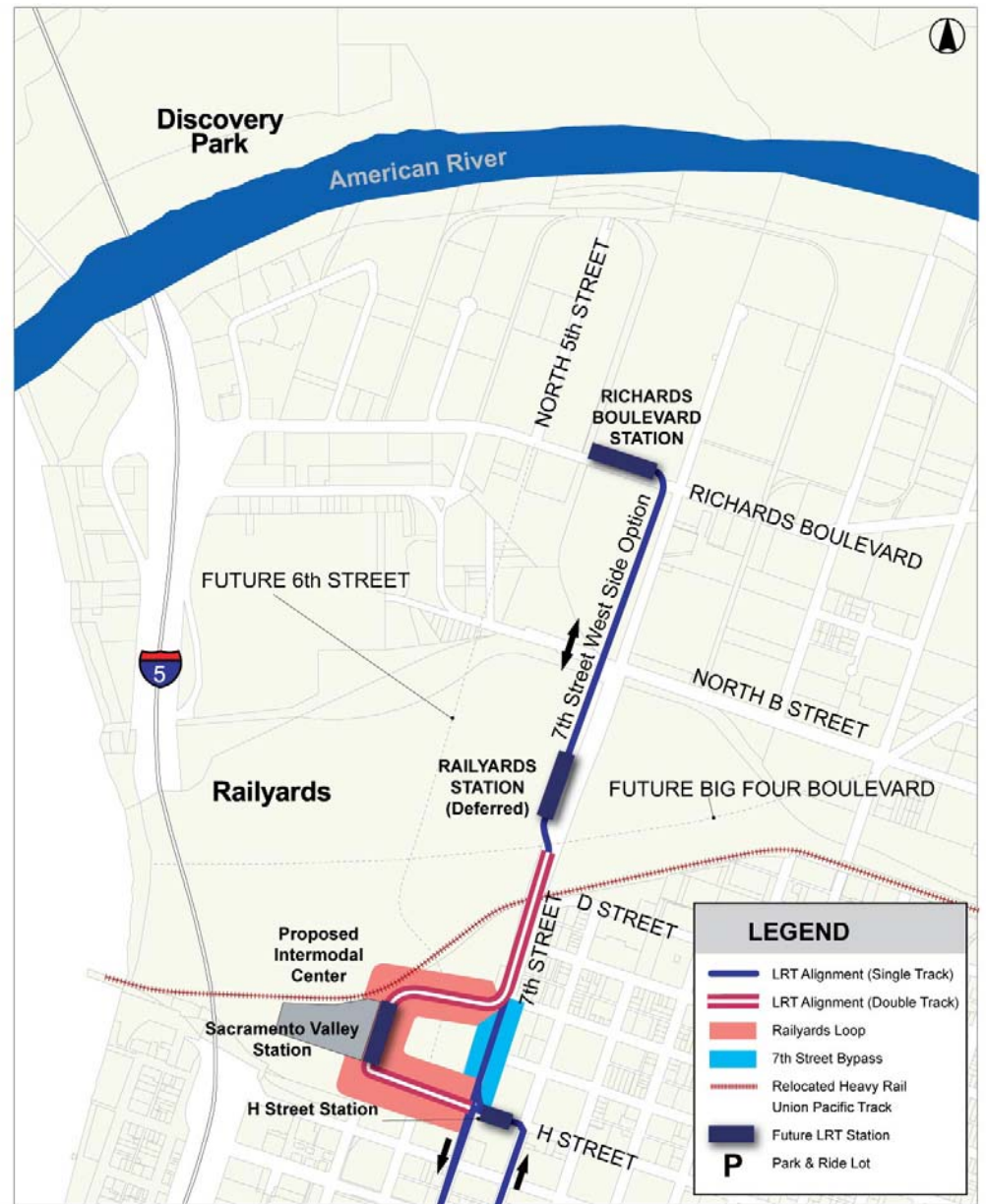
An MOS refers to a Minimum Operable Segment, a Federal Transit Administration term used to describe a discrete portion of the alignment that can be built and operated as part of a phased implementation strategy.

MOS-1 Discussion

Planning Principles for Definition of MOS-1

- Will generate ridership
- Makes sense and has demonstrated value
- Affordability; funding availability is key
- Allows for service integration with the bus and rail system
- Promotes long-term project implementation of the LPA
- Accelerates first phase of project delivery

MOS-1



MOS-1 Discussion

- Two Features:
 - ✓ Bypass – would be built between F and H Streets on 7th. Would serve to connect Downtown with Richards Boulevard Area. Includes station on 7th at H Street.
 - ✓ Railyards Loop – would serve new Intermodal Terminal and provide connection to 7th at F Street

MOS-1 Discussion

- Timing and relocation of Union Pacific Railroad mainline tracks
- Timing and relocation of the future Intermodal Transportation Facility
- Timing and relocation of Amtrak/Folsom station
- Timing for implementation of Railyards Plan, including new arena
- Timing of funding availability

MOS-1 Discussion

Implementation Strategy (Near-Term)

- Build Bypass
 - ✓ Possible to build after 2012
 - ✓ Advances construction schedule
 - ✓ Avoids issues outside of RT's control (e.g., relocation of UP Mainline, etc.)
 - ✓ Would operate on 30 minute headways as an extension of Folsom/Gold line
 - ✓ Would include an interim Richards Station end of line park-and-ride lot

MOS-1 Discussion

Implementation Strategy (Mid-Term)

- Construct loop alignment through Railyards as development occurs and when funding is secured (e.g., new local sales tax)
- Loop could be built in conjunction with extension of service beyond the Richards Boulevard Station
- Following construction of the loop, the bypass would not be used in regular service but as a “backup” segment to connect with the Gold Line should access to the Railyards be restricted by the Federal Court



5. Next Steps/Schedule



Next Steps

- RT and Airport to initiate preliminary engineering for Airport LRT station
- Monitor City of Sacramento's process for evaluation and adoption of Railyards Plan
- Monitor redevelopment Plans proposed for the Richards Boulevard Area
- Monitor Sacramento County's process for adopting updated American River Parkway Plan

Tentative Completion Schedule

- Complete FTA review and approval process for DEIS/R (December 2006)
- Circulate DEIS/R for public review and comment (January 2007)
 - TRP/CRP walk-through of document
 - Promotion of DEIS/EIR
 - Public Workshop
- Public Hearing (February 2007)
- Complete current study phase (March 2007)
- Initiate PE/FEIS for MOS-1 (late March 2007)

5. Public Participation Activities



Public Participation Activities

- TRP/CRP meetings
- City of Sacramento coordination meetings
- Stakeholder meetings
- Public workshop
- Public hearing on DEIS/R



Questions and Answers