



# Downtown/Natomas/Airport Corridor Transit Extension

## Draft Program Environmental Impact Report (PEIR)

TRP January 31, 2008

CRP February 1, 2008

# Today's Meeting

- DNA project update
- Roadmap – Environmental review process
- Roadmap – Draft PEIR
- Key findings in the Draft PEIR
- Discussion



# Project Update

# DNA Corridor and Preferred Alternative



# DNA Corridor Projections - 2027

- **Increased traffic congestion**
  - 87% increase in congestion on I-5 between downtown and airport
- **More people**
  - 149% increase in households
  - 81% increase in employment
- **New growth and development**
  - Major new residential & commercial developments
  - New/expanded public facilities
- **Increased demand for transit**
  - Transit use to downtown in corridor will increase by 32%



# DNA Corridor Project Objectives

- Improve mobility
- Provide environmental benefits
- Improve system wide operational efficiency
- Provide cost-effective transportation solutions
- Provide transportation improvements enhanced by transit-supportive land use plans and policies

# Project Cost

- Current capital cost estimates (2006\$):
  - DNA Project: \$785.3M
  - Downtown - Richards Boulevard: \$37.4M
  - Richards Boulevard - Airport: \$748.6M

# Planning History and Status

- Light rail identified in Corridor since 1980's
- 2001-2003 Alternatives Analysis evaluated:
  - Six transit modes
  - Seven alignments
  - Goals/evaluation criteria and public input guided screening of alternatives
- Locally Preferred Alternative (LPA) adopted by RT Board in 2003
- Environmental impacts of LPA evaluated
- Draft PEIR issued on December 28, 2007

# Public Involvement

- **To date:**
  - Over 100 meetings open to the public
  - Over 60 meetings with public agencies
  - Over 50 stakeholders/electeds interviewed
  - Presentations at 13 CRP/TCRP meetings
  - 3 public workshops
  - Mailings, newsletters, media coverage
- **Currently:**
  - 60-day public review/comment period on DPEIR
  - Public meetings in January/February
- **Next:**
  - Responses to public comments

# DNA Project PEIR Process

## *"You Are Here"*

December 2007

28<sup>th</sup> Draft PEIR released for 60-day public review

January 2008

February

9<sup>th</sup>/11<sup>th</sup> Public Open Houses

25<sup>th</sup> Public Hearing

26<sup>th</sup> 60-day comment period ends

March/April

Review and consider comments

Final PEIR prepared

Board considers certification of Final PEIR

## Board Action Also Will...

- Reaffirm the 2003 LPA decisions related to:
  - Mode: light rail
  - Alignment: 7<sup>th</sup> Street, Truxel Road
- Complete first tier environmental review
- Set stage for next tier of project-level environmental review



# March 2008-2009 Transition Analysis

- **Transition analysis will:**
  - Evaluate options to reduce costs on the entire DNA corridor project
  - Prepare a project-level EIR on the Downtown to Richards Boulevard segment
  - Develop new cost estimates/ridership forecast
  - Coordinate 7<sup>th</sup> Street design/timing with City
  - Develop strategy to maximize competitiveness for federal funds for subsequent segment(s)
  - Explore public/private partnerships



# Regional Transit Master Plan Update

## **TMP will include developing:**

- Updated travel demand forecasts
- Potential new infrastructure projects
- New strategies for marketing transit service
- Guidelines and principles for providing new or expanded transit service
- An environmental review of plans and recommendations
- Funding options and recommendations

**Will include extensive public input**

**Scheduled for completion in early 2009**

# Potential Future Milestones

- **Spring 2009 – Downtown to Richards**
  - Adopt final alignment and scope
  - Certify Final EIR
  - Update costs & adopt finance plan
  - Authorize construction
- **2010**
  - Service begins to Richards
  - RT to seek voter approval for new funding
- **2011 - 2013**
  - Complete design/engineering and environmental work on next segment(s)
  - Start construction

# Roadmap to the Environmental Process



# Tiered Environmental Review

- **First tier** – Program-level EIR on full DNA Corridor
  - Potential impacts identified at relatively broad level
  - RT seeks comments on project as a whole
  - Serves as basis for future project-level EIR's
- **Second tier** - Project-level review on each segment
  - Environmental documents will identify localized impacts associated with each segment
  - RT will seek comments on specific impacts

# What is a Program EIR?

- Prepared on a set of related projects
- Provides information to the general public and decision-makers on
  - Significant components of project
  - Potentially significant impacts
  - Ways to avoid, mitigate or minimize those impacts
- Provides framework for future, more detailed environmental analyses on individual projects



# Commenting on the Draft Program EIR

- Comments should focus on project as a whole
- Three ways to comment:
  - Open Houses
    - Comment cards
    - Court reporter
  - Submit written comments to RT
  - Speak at Public Hearing

# What Board Certification of PEIR Means

- The Program EIR has been completed in compliance with CEQA
- That the Board reviewed and considered the EIR
- That the EIR reflects RT's independent judgment and analysis



# Future Project-level Environmental Documents

- Will be prepared on individual segments
- First segment - Downtown to Richards Boulevard
  - Will evaluate potential impacts of project
  - Based on more precise definition of project scope, alignment and station locations
  - Public involvement
  - Draft and Final EIR's will be prepared
- Subsequent segment(s) may have combined EIR/EIS

# Roadmap to the Draft PEIR Document



# Draft PEIR Chapters

## Executive Summary

1. Introduction
2. Project Description
3. Transportation and Circulation (impacts)
4. Environmental Setting & Environmental Consequences
5. Alternatives
6. Coordination & Consultation
7. List of Preparers
8. List of Recipients
9. References

# Key Findings of the Draft PEIR



# Transit Ridership Impacts (Linked Trips)

<b>Daily Ridership</b>	<b>Existing Conditions</b>	<b>No-Project 2027</b>	<b>DNA Project 2027</b>
DNA Corridor	4,100	8,470	15,910
Regional System	102,080	164,870	179,040

# Traffic Impacts

- Light rail would result in adverse traffic impacts – level of service would degrade on Truxel Road at
  - Garden Highway
  - Pebblewood Drive
  - San Juan Road
  - Del Paso Road
- Several other locations depending on the final alignment (to be determined)

# American River Crossing

- Crossing the American River would impact
  - Parklands
  - Sensitive habitat
  - Archeological resources
- Mitigation will require extensive effort
- Impacts to the American River Parkway and to mature riparian forest along Bannon Slough would remain significant after mitigation

# Construction Impacts

- Construction would result in a substantial (but temporary) disruption to residents and businesses along the alignment
  - Traffic
  - Noise
  - Other nuisance impacts
- Cannot be mitigated to a less than significant level

# Discussion

