NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE CAPITAL SOUTHEAST CONNECTOR PROJECT

CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

PREPARED FOR:

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IN ASSOCIATION WITH:

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General Information About This Document

What's in this document?

The Capital SouthEast Connector Joint Powers Authority (JPA) has prepared this notice of preparation (NOP) for an upcoming program environmental impact report (EIR). The NOP identifies the potential environmental impacts of the proposed Capital SouthEast Connector project (proposed project) located in the counties of Sacramento and El Dorado, and the cities of Elk Grove, Rancho Cordova, and Folsom, California. The document describes why the project is being proposed, alternatives considered for the project, and the probable environmental impacts.

What should you do?

The NOP is available for a 45-day public review as part of the scoping process for the program EIR.

- Please read this NOP. Additional copies of this document are available on the project website at http://connectorjpa.net or at the following locations:
    - JPA office, located at 10640 Mather Blvd, Suite 120, Mather, CA95655
    - City of Elk Grove Planning Counter, located at City Hall, 8401 Laguna Palms Way, Elk Grove, CA 95758
    - City of Rancho Cordova Planning Department, located at City Hall, 2729 Prospect Park Drive, Rancho Cordova, CA 95670
    - City of Folsom Planning Counter, located at City Hall, 50 Natoma Street, 2nd Floor, Folsom, CA 95630
    - County of Sacramento Public Information Counter, located at 827 7th Street, Room 101, Sacramento, CA 95814
    - County of El Dorado Planning Department, located at 2850 Fairlane Court, Building "C", Placerville, CA 95667

- Attend any one of the public scoping meetings to be held for the project:
    - Tuesday, February 23 , 2010, from 6:00 p.m. to 8:00 p.m., at the El Dorado Hills Library, 7455 Silva Valley Parkway, El Dorado Hills
    - Wednesday, February 24, 2010, from 6:00 p.m. to 8:00 p.m., at the Rancho Cordova City Hall, American River Room, 2729 Prospect Park Drive, Rancho Cordova
    - Monday, March 1 , 2010, from 6:00 p.m. to 8:00 p.m., at the Sacramento County Agricultural Extension Auditorium, 4145 Branch Center Road, Sacramento
    - Wednesday, March 3 , 2010, from 6:00 p.m. to 8:00 p.m., at the Elk Grove City Hall, Council Chambers, 8400 Laguna Palms Way, Elk Grove
    - Monday, March 8, 2010, from 6:00 p.m. to 8:00 p.m., at the Folsom Community Center, 52 Natoma Street, Folsom

- We welcome your comments. If you have any concerns regarding the proposed project, please attend the public scoping meetings or send your written comments to the JPA by the deadline. Submit comments via U.S. mail to the JPA at the following address:

  Tom Zlotkowski, Executive Director
  10640 Mather Blvd, Suite 120
  Mather, CA 95655
  916/876-9094

- Submit comments via email to: info@ConnectorJPA.net
- Submit comments by the deadline: March 17, 2010.

What happens next?

After comments are received from the public and reviewing agencies, the JPA will consider all relevant comments on the scope of the program EIR, including alternatives to consider, methods for analysis, and potential mitigation. The JPA will circulate a draft program EIR and consider comments on the draft EIR prior to adopting a final EIR and making a decision on the project.

Purpose and Organization of this Notice of Preparation

The JPA will prepare a program-level environmental impact report (EIR). Unlike a project EIR that examines the impacts that would result from development of a specific project (CEQA Guidelines Section 15161), a program EIR is prepared on a series of actions that can be characterized as one large project. The proposed project will be constructed in segments by the JPA and/or individual jurisdictions within the JPA area over a number of years. Therefore, the JPA determined that a program EIR was the appropriate document to comply with CEQA for the overall project. The program EIR for the proposed project will establish the framework for later tiered or project-level environmental documents that will be prepared for specific Connector segments in accordance with the overall program (CEQA Guidelines Section 15168(a)).

This NOP has been prepared pursuant to the California Environmental Quality Act (CEQA) (14 California Code of Regulations [CCR]) and State CEQA Guidelines Sections 15082(a), 15103, and 15375 to inform agencies and the public that the EIR is being prepared and to invite comments and input on the scope and content of the EIR.

This NOP presents general background information on the preliminary alternatives, scoping process, the environmental issues to be addressed in the EIR, and the anticipated uses of the EIR. It also describes the proposed project as currently envisioned, the project location, and the project's probable environmental impacts.

The Capital SouthEast Connector JPA, as the lead agency under CEQA, must evaluate the environmental impacts of the project prior to considering whether to approve the project. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant impact on the environment—regardless of whether the overall effect of the project is adverse or beneficial—the lead agency is required to prepare an EIR.

In reviewing the preliminary information provided for the proposed project, the Capital SouthEast Connector JPA has analyzed the potential environmental impacts of the proposed project in this NOP and has determined that preparation of an EIR is required.

Purpose and Scope of Program EIR

Purpose of the Program EIR

The State CEQA Guidelines encourage agencies to use a program EIR in certain circumstances involving the implementation of a series of related projects (in this case, the multiple sections of the Connector to be developed over time). Use of such a document allows the lead agency to characterize the overall program as the project being approved at the time. A program EIR can act as the first-tier analysis for subsequent, more detailed project-specific environmental review.

Design information for the Corridor is at a conceptual level and therefore the environmental analysis for the project will be at a program level. Previous studies and analyses indicate that there are resources in the Connector corridor that are protected under federal and state law and that could be affected by the project, including wetlands, endangered species, and cultural resources. In addition, the project could result in conversion of farmland and effects on the floodplain as well as direct and indirect impacts on residences and businesses along the project corridor. The analysis that will be conducted for the program EIR will not result in the submittal of permit applications to regulatory agencies, although is anticipated that the program EIR will eventually result in a project that will require regulatory agency approval. The program EIR will be prepared consistent with CEQA Guidelines Section 15168, which states:

Program EIR

(a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

(1) Geographically,
(2) A logical parts in the chain of contemplated actions,
(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

(b) Advantages. Use of a program EIR can provide the following advantages. The program EIR can:

(1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
(2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
(3) Avoid duplicative reconsideration of basic policy considerations,

(4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and
(5) Allow reduction in paperwork.

(c) Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
(2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
(4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.
(5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

(d) Use with Subsequent EIRs and Negative Declarations. A program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The program EIR can:

(1) Provide the basis in an Initial Study for determining whether the later activity may have any significant effects.
(2) Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.
(3) Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

(e) Notice with Later Activities. When a law other than CEQA requires public notice when the agency later proposes to carry out or approve an activity within the program and to rely on the program EIR for CEQA compliance, the notice for the activity shall include a statement that:

(1) This activity is within the scope of the program approved earlier, and
(2) The program EIR adequately describes the activity for the purposes of CEQA.

The program EIR will provide the JPA with a base reference of facts and analyses that will avoid unnecessary repetition for project-specific assessments by individual jurisdictions on Connector segments, and will preclude redundant or contradictory approaches to the consideration of regional and cumulative impacts.

Phasing and Schedule of the Program EIR

The program EIR will be prepared in three phases. Phase I is the scoping phase, which involves formulating and evaluating preliminary alternatives, distributing the NOP for the draft program EIR, and conducting public meetings to obtain input on the project. Phase II, which will begin in Spring 2010, consists of preparation and distribution of the draft program EIR, which is anticipated to begin public review in late summer 2010. Phase III includes preparation and distribution of the final program EIR, which will occur in late fall, 2010.

Scope of the Program EIR

The following topics will be covered in the program EIR:

- Aesthetics
- Agricultural Resources
- Air Quality/Climate Change
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Cumulative and Growth-Inducing Impacts

The probable environmental impacts of the proposed project will be described in the program EIR and are listed under "Environmental Issues to be Addressed in the Program EIR". Subsequent environmental documents will incorporate by reference materials from the program EIR, as appropriate, regarding secondary effects, cumulative impacts, broad alternatives, and other factors. Subsequent environmental documents will focus solely on site-specific issues that were not considered previously.

Public Involvement Program for the Program EIR

CEQA outlines a scoping process as part of the environmental review of a proposed project or action. Section 15083 of the State CEQA Guidelines defines early consultation, also called scoping, as the opportunity to identify the range of actions, alternatives, mitigation measures, and significant effects

to be analyzed in depth in the EIR. The opportunity to provide input on the issues and alternatives to be evaluated during the environmental process is to be afforded to all affected federal, state, and local agencies, any affected Indian tribes, the proponent of the action, and other interested persons or organizations that may be concerned with the environmental effects of the project.

During the course of the previously conducted Connector Study (as described below, under "Previous Studies and Analysis"), SACOG invited the extensive participation of each local government agency, community residents, and other stakeholders affected by the project.

During the conceptual planning phase of the project, a Stakeholder Advisory Committee and Technical Advisory Committee met regularly to develop the elements of the project's objectives and purpose and need, which were presented to a Policy Advisory Committee that included representatives from each of the five affected jurisdictions. During this pre-environmental studies phase, these committees continued to meet regularly. Community residents and other members of the public attended these meetings as well as the six public information sessions held during the course of the study. Oral and written comments were received from committee members, local residents, community representatives, and other interested parties. The JPA has held additional public workshops in communities along the Connector to solicit comments. These comments were being used as preliminary scoping input to the JPA for the formal environmental process, and will be incorporated during the scoping phase.

CEQA provides for several key points in time during preparation of the program EIR at which agencies and the public will have the further opportunity to comment on the environmental review process. These key points include the following:

- Scoping comment period: As part of the NOP comment period, the JPA will hold scoping meetings to solicit comments, identify issues of concern regarding the proposed project, and incorporate comments into the program EIR analysis.
- Draft EIR comment period: The JPA will conduct informational meetings to present the results of and solicit comments on the draft EIR. The meetings will provide agencies and the public with opportunities to clarify any questions or concerns on the draft EIR before a public hearing is held.
- Final EIR review period: The JPA will hold a public hearing before certifying the final EIR to consider comments on the draft EIR, during which agencies and the public can provide additional comments.
- In addition to holding meetings, the JPA will prepare and distribute to agencies and interested individuals newsletters providing updates of ongoing activities associated with the proposed project and announcing upcoming meetings and public comment periods.

Background

Project Location

The approximate 35-mile-long project is located in the Sacramento region (Figure 1). The project study area is generally bounded by I-5 and Bradshaw Road on the west, the Cosumnes River on the south, Grant Line and White Rock Roads on the east, and U.S. 50 on the north. Within

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Figure 1
Project Vicinity

unincorporated Sacramento County, the corridor passes through the Franklin-Laguna, Vineyard, and Cosumnes communities and within unincorporated El Dorado County, the corridor is located in the El Dorado Hills community (Figure2).

Previous Studies and Analysis

In response to increasing development, population, and transportation demand, planning for a regional transportation facility to serve the project corridor has been ongoing for two decades. Sacramento County conducted the East Area Transportation Study in 1984, which identified a need for a circumferential "beltway." This became the focus of a feasibility study conducted by the Sacramento Area Council of Governments (SACOG) in 1985. In 1986, the California Department of Transportation (Caltrans) prepared a Route Concept Report for two proposed highways in southern Placer County and eastern Sacramento County, State Routes 65 and 148. The "beltway" and the proposed alignments of the highways were located within the corridor between Elk Grove in the south and southern Placer County in the north.

During the late 1980s, SACOG conducted a study of transportation system improvements for the year 2010 (the Metro Study). The study identified the need for a multi-modal corridor between Interstate 80 near Roseville in Placer County, connecting to U.S. 50 in eastern Sacramento County, and SR 99 and I-5 near Elk Grove in southern Sacramento County. This study specifically analyzed a Route 65/148 freeway. The recommended alternative included this new roadway, along with other transit and bicycle improvements in the corridor.

In the early 1990s, Caltrans undertook the SouthEast Area Transportation Study (SATS) to identify transportation alternatives for meeting future travel demand in the same general corridor that had been identified in the Metro Study. The SATS study was intended to be a feasibility study for a broader area that included the corridor, but with a greater emphasis on multi-modal transportation options.

During preparation of the Metropolitan Transportation Plan (MTP) 2025 by SACOG in 2002, a project in the corridor area was designated as the Elk Grove–Rancho Cordova–El Dorado Connector. Immediately following adoption of MTP 2025, SACOG undertook a project planning process (the Elk Grove-Rancho Cordova-El Dorado Connector Study) to generate input from a wide range of stakeholders on project purpose and need for the Connector corridor, and to define a set of conceptually-defined project alternatives to be considered in a future environmental review process. As a result of this process four conceptual alternatives along with a no-project alternative were developed, which generally follow Hood-Franklin, Kammerer, Grant Line, and White Rock Roads, and include segments using either Bradshaw Road or Sunrise Boulevard.

In May 2005, the SACOG Board of Directors approved a Final Concept Plan report. Detailed descriptions of the conceptual alternatives developed during the Connector study were outlined in the report, along with initial Elements of Purpose and Need. The project was also included in MTP 2035, adopted by the SACOG Board in 2008.

Measure A

In 1988, the voters of Sacramento County passed Measure A, a countywide one-half percent sales tax to be levied over a 20-year period (1989-2009). The proceeds of the tax were specified to be used to fund a comprehensive program of roadway and transit improvements. In 2004, the voters extended

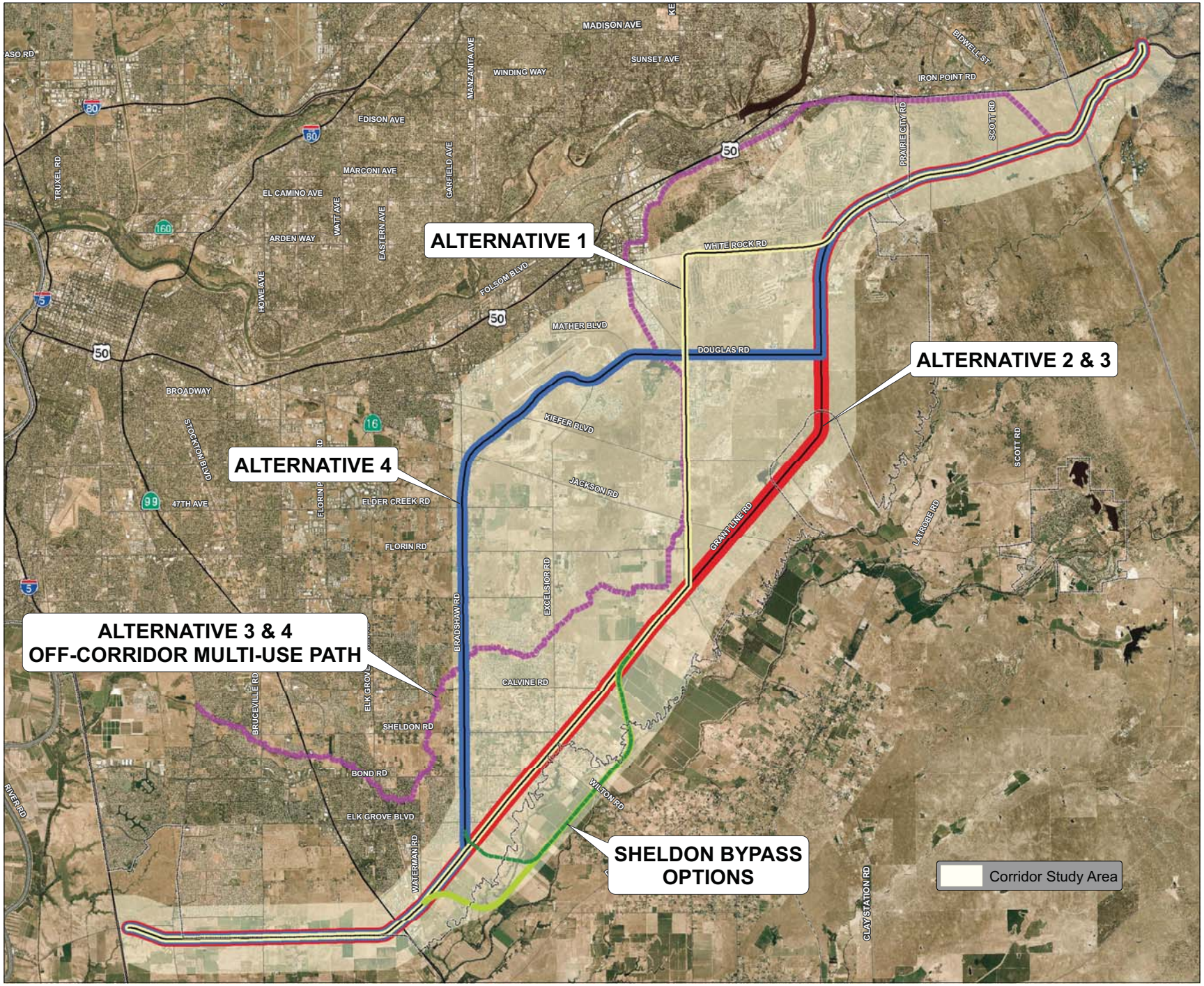


FIGURE 2. PROJECT ALTERNATIVES

the tax an additional 30 years. The ballot text of the Measure A extension, as approved by the voters, identifies the proposed project as the "I-5/SR99/US50 Connector" and specifies that receipt of funding for construction is contingent on the establishment, approval, and adoption of a habitat conservation approach by the local recipient of funds.

Joint Powers Authority

In December 2006, the Cities of Elk Grove, Folsom and Rancho Cordova, as well as El Dorado and Sacramento Counties, collaborated to form a Joint Powers Authority (JPA) to proceed with planning, environmental review, engineering design and development of the Capital SouthEast Connector project. The JPA currently is funded by Regional Surface Transportation Program (RSTP) funds, JPA member contributions, and Measure A funds.

Regional Planning

The proposed project would support numerous past and ongoing regional planning efforts. The following adopted documents were used as a basis to help develop the initial population projections and traffic volume forecasts for the project through 2035:

- MTP 2035, adopted by SACOG on March 20, 2008
- Folsom General Plan, adopted 1988
- Rancho Cordova General Plan, adopted July 26, 2006
- Elk Grove General Plan 2003, as amended May 1, 2007
- County of El Dorado General Plan, as amended July 1, 2008
- County of Sacramento General Plan, adopted December 15, 1993

In addition, more current information from the draft Sacramento County General Plan update, Folsom General Plan update, and the Folsom South of U.S. Highway 50 draft Specific Plan was used to better reflect current conditions in the County and Folsom since adoption of the 1993 and 1998 general plans, respectively.

Lead and Responsible Agencies

The JPA will serve as the lead agency under CEQA for the program EIR. Responsible agencies for the program EIR include the member agencies of the JPA (Sacramento County, El Dorado County, and the cities of Elk Grove, Rancho Cordova, and Folsom), each of which is expected to certify the program EIR. Because this is a program EIR, and no project-level approvals are likely at this point, no other permits or approvals (and hence, no other responsible agency actions) are anticipated for the program EIR.

Project Objectives

Introduction

A statement of a project's objectives provides a basis for defining the range of alternatives to be evaluated in an environmental review process in accordance with the CEQA and the State CEQA Guidelines. CEQA also requires the analysis of a range of reasonable alternatives to a proposed project, which would ". . . feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects" (State CEQA Guidelines). Based on these requirements, the JPA has developed project objectives intended to address deficiencies in the project area, which are described below.

Background

There are numerous regional and local deficiencies not currently met by existing facilities in the corridor, which cause a variety of underlying transportation problems in the project corridor. These deficiencies include:

- Insufficient transportation options for personal and goods/freight movement to, from, and within the corridor.
- Local streets are increasingly subject to congestion and use by non-local traffic.
- The project study area is susceptible to flooding and needs an all-weather transportation facility to enable normal mobility, as well as emergency vehicle access, in the event of a catastrophic flood or other emergency.
- Increasing vehicle traffic is degrading the safety of existing facilities; improvements are needed to ensure the safety and security of travel by all modes in the corridor (automobile, transit, bicycle, and pedestrian).
- Increasing development encroaches upon open space and wildlife habitat; planning is needed to preserve these resources and ensure access to open space.

In addition, well-planned transportation improvements need to accompany and support housing and job growth to ensure that growth proceeds along planned patterns.

Project Objectives

The overall objectives for the project is to improve mobility, access, and connections between residential and nonresidential land uses, which have been compromised by increasing congestion, and to assist in preservation of open space and threatened habitats. The project would link employment centers and residential areas in the corridor and contribute to the remedy for current and future deficiencies in transportation capacity, safety, and land use compatibility. The project would serve both regional and local travel needs, and would relieve congestion on heavily used local roadways that currently serve the corridor.

During Phase 1, extensive comments by project sponsors and other stakeholders identified the following four purposes of the proposed project:

• Enhance mobility options within the project corridor (and the greater Sacramento region) to serve and support sustainable planned growth and development patterns and principles from the approved General Plans and MTP, while minimizing impacts to the livability of residences and communities along the Project corridor.

The communities in the Project corridor reflect a range of development types, established attributes, and local activities. The Project should not detract from the quality of life established by these communities and expected by their residents. Several defined communities exist along the corridor, including the small unincorporated community of Franklin, the Sheldon area of Elk Grove, the former military housing community on the Mather Air Force Base site, and the El Dorado Hills area of unincorporated El Dorado County.

- Franklin. The unincorporated community of Franklin is located approximately two miles south of Elk Grove and is centered on Franklin Boulevard. The community consists of several stores, a few scattered residences, and a California Historical Landmark cemetery.
- Sheldon. The Sheldon community is a largely "exurban," rural area within the city of Elk Grove that straddles Grant Line Road, with mostly large lot residential uses and a small cluster of commercial uses centered near the intersection of Grant Line and Wilton Roads. The historical two-lane configuration of Grant Line and the relative isolation of the area have fostered a sense of community that long-time residents passionately embrace.
- Mather. The site of the former Mather Air Force Base includes approximately 1,300 single family housing units in the central portion of the base. When the base was active, this housing supported a community of approximately 4,000 people, including military personnel and their families. The units were vacated in 1993 when the base closed. The on-base housing area has been redeveloped. The residential subdivision "Independence at Mather" opened in 1999 and has been well received by the community. The area accommodates new homes, schools, several parks, mature vegetation, and open space on all four sides. Mature vegetation is embedded within the development. Mather Commerce Center, a 250-acre commercial office complex, is located in close proximity to the residential housing site and provides opportunities for employment within a short distance from the homes.
- El Dorado Hills. The community of El Dorado Hills is located in the lower Sierra Nevada foothills in western El Dorado County, about 25 miles east of Sacramento. US-50 is the primary route through the community. The community, which sits immediately inside the El Dorado County line, has developed steadily over the past three decades. In the last few years, it has seen tremendous growth in both facilities and activities available to residents and businesses in the area. Most recently, development has focused south of US-50 on both the two-and four-lane segments of the White Rock Road alignment, with residential development (e.g., Four Seasons, Stonebriar, Cresleigh, A Fuller Sunset, and Valley View), and commercial development (Town Center) directly abutting the roadway.

In addition to the incorporated areas and established communities present in the Project corridor, several single residences and residential communities are located in the project corridor. The main residential communities include:

- **The Sunridge Specific Plan area of Rancho Cordova**, which includes the existing Anatolia development as well as other approved residential projects.
- **The Vineyard Area**, which includes the Vineyard Specific Plan Area and the North Vineyard Station Specific Plan Area
- **Elk Grove residential developments along Bradshaw Road**, which include the following subdivisions:
    - Fieldstone Subdivision
    - Clarke Farms Subdivision
    - Tributary Pointe Subdivision
    - Remington Estates Subdivision
    - Bishop Ranch Subdivision
    - Char-Lyn Acres Subdivision
    - Meadowlark Ranch Subdivision
    - Bradshaw Ranch Estates Subdivision

Under certain circumstances, improvements in mobility can result in making land more attractive for development. In such cases, transportation projects can contribute to inducement of growth which fosters "economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." (State CEQA Guidelines, 14 Cal. Code Regs. § 15126.2, subdivision (d).) This issue is of particular relevance in areas where local plans do not call for urban development, as is the case in several sections of the alternative corridors under consideration.

While implementation of the Project would not involve any changes in land use plans, it could make some areas more attractive for development by improving access to those areas. Recognizing this effect, strategically applied access control and capacity characteristics would preserve the regional functionality of the Project and, in part, relieve direct growth pressure on adjacent properties not designated for growth. In addition, the project includes $15 million in funds to serve as seed money for a larger program to preserve open space and critical wildlife habitat. Strategically programmed, these funds could effectively inhibit development in areas that are not planned for urban growth.

• Aid economic vitality by improving accessibility to existing and planned job centers and commercial areas, facilitating goods movement, and enhancing the attractiveness of existing and planned employment and commercial areas.

Rancho Cordova is the largest employment center in the corridor, with about 77,000 jobs in 2007. By 2045, employment in Rancho Cordova is expected to more than double, when its job total will be more than the current employment in the Sacramento Central City. The El Dorado Hills Business Park will also become a major employment center, growing from 9,000 jobs in 2007 to more than 33,000 jobs in 2045. Additionally, Elk Grove is expected to grow as an employment center in the region, with an estimated increase in jobs from 25,000 in 2007 to more than 84,000 jobs in 2045.

The Project is a part of the overall regional transportation system, and its ability to improve access and provide connectivity among these communities and throughout the region complements other new and/or improved roadways identified in MTP 2035 as strategies to serve this focused

residential and employment growth. The project would facilitate diversified employment opportunities for residents of the region and provide a larger reservoir of skilled workers to businesses in the corridor by creating a more direct connection between residential areas and employment centers.

• Provide a multi-modal facility that limits access to the extent possible to afford efficient transportation options within the corridor that balance transportation needs between local access and shorter trips and regional needs for longer trips; enable flexibility among automobile, transit service, bicycle, and pedestrian uses, while incorporating ITS elements where possible.

The Project is being proposed to achieve the following improvements in transportation operations:

- Reduced total vehicle-hours traveled (VHT) during morning and evening peak commute periods on Corridor roadways, especially time spent in congested conditions;
- Reduced travel times between key origins and destinations (e.g., between the Elk Grove and Rancho Cordova, Elk Grove and El Dorado County, and Rancho Cordova and El Dorado County);
- Evidence of fewer short trips on I-5, SR-99, and US-50, and fewer long trips on local/residential streets; and
- Reduced transit travel times and improved service frequencies in the corridor – evidence of viable options to automobile travel.

To achieve these improvements in transportation operations, the project will need to be designed for higher travel speeds, have a higher capacity, and have less delay at intersections than a typical arterial or thoroughfare facility. The Project will need to be designed primarily to an expressway standard, which will have more limited access than a thoroughfare and will include grade-separated interchanges instead of at-grade intersections at locations where level of service C or better conditions cannot be provided. To achieve the desired transportation operations, the portions of the Project with intersection spacing of less than ½ mile will be greatly minimized.

• Preserve open space, wildlife habitat, and productive agricultural uses in the corridor and minimize growth inducement via sound transportation facility improvements and implementation.

Among the key features of the Project is a $15 million (minimum) allocation to preserve open space, wildlife habitat, and valuable agricultural lands in the project corridor. The preservation could be supported by an active, funded program for open space protection in conjunction with the transportation improvements. Such a program could strategically target those areas that are most susceptible to growth-inducement pressures associated with enhanced access. The manner in which such a program would be administered is dependent on the adoption of JPA policies and procedures that will accompany the development of the overall administration of the Project.

In addition to open space preservation, the Project will include design features that are intended to relieve potential impacts on sensitive natural resources. This will include access management techniques to minimize direct exposure of natural resources to increased activity. It will also include a commitment to alternative modes of transportation, including enhanced transit services and non-motorized facilities. In addition to preserving open space and habitat, the corridor should continue to accommodate agricultural uses through the consideration of the regional need to transport agricultural products to market and to move agricultural equipment. In general, the project should

support the overall region's growth and sustainability objectives (including economic and environmental) from a rural perspective.

Sustainable "green highways" design principles also will be incorporated into the project design. These may include preservation strategies for wetlands, farmland, and other ecologically sensitive areas affected by the alignment of the corridor; recycling and reuse of construction materials to reduce energy consumption and construction costs; source controls and other best management practices to decrease the rate of discharge caused by any increase in impervious surfaces, and to capture and reduce pollutant loads generated primarily from roadway usage; and innovative design to reduce noise pollution and light pollution.

Proposed Project

The project limits extend from the Interstate 5 (I-5)/Hood-Franklin Road interchange in southwest Sacramento County east and north approximately 35 miles, terminating at U.S. Highway 50 (U.S. 50) in the vicinity of Silva Valley Parkway approximately 3 miles past the El Dorado County line. The JPA has developed a set of preliminary alternatives that would generally meet the overall project objectives. It is anticipated that these alternatives will be further refined by the JPA and some alternatives could be eliminated from further consideration after input from agencies and the public is received. The draft program EIR will provide a detailed overview of the alternatives screening process as well as a description of any alternatives eliminated to allow the project to move forward with right-of-way acquisition and preservation.

The Connector is expected to provide 4 to 6 traffic lanes to accommodate the projected volume of vehicles in the MTP and general plans, and will provide new multi-modal options. Portions of the Kammerer Road/Grant Line Road near SR99 are currently in the General Plans as 8-lanes although through 2035 the traffic volume for the Connector only requires a 6-lane section. Existing roadways would be utilized to the extent possible. Depending on the alternative selected, some new segments of roadway could be constructed.

Each of the preliminary alternatives includes the following common segments along the approximately 35-mile corridor:

- Expressway segment from I-5/Hood-Franklin Road Interchange to Kammerer Road/Bruceville Road with at-grade signalized intersections spaced at a minimum of 1 mile apart
- Thoroughfare segment on Kammerer Road from Bruceville Road to Lotz Parkway with at-grade signalized intersections spaced at a minimum of 1 mile apart.
- Thoroughfare segment from Kammerer Road/Lotz Parkway to Grant Line Road/Bradshaw Road
- Expressway segment from White Rock Road/Grant Line Road to White Rock Road at the Sacramento/El Dorado County line with grade-separated interchanges at most major cross streets when warranted by LOS conditions
- Thoroughfare segment on White Rock Road from the Sacramento/El Dorado County line to U.S. 50/Silva Valley Parkway interchange
- Non-motorized multi-modal options

Roadway Types

Thoroughfare Segments

The thoroughfare portion of the Connector is similar to an urban arterial, with 4 to 6 traffic lanes. The left turns are limited to at-grade signalized intersection. These intersections are to be spaced a minimum of ½ mile, with one mile spacing preferred and ¼ mile spacing allowed only in locations where consolidation of existing and approved intersections is not feasible. Direct access will also be minimized, with planned and existing driveways to be consolidated or eliminated where feasible. These thoroughfare segments typically include a landscaped median, Class II bike lanes and sidewalks and/or multi-use paths. (See Figure 3 – typical thoroughfare segment.)

Expressway Segments

The expressway portion of the Connector is a 4- to 6-lane divided, high speed facility with grade-separated interchanges where a LOS C cannot be maintained with an at-grade intersection. Access is restricted to the interchanges or intersections where feasible. These expressway segments require a typical 200' right of way, which would accommodate future widening to 6 lanes for exclusive HOV/transit lanes and a separated on-corridor multi-use path. (See Figure 3 – typical expressway segment.)

Rural Roadway Segments

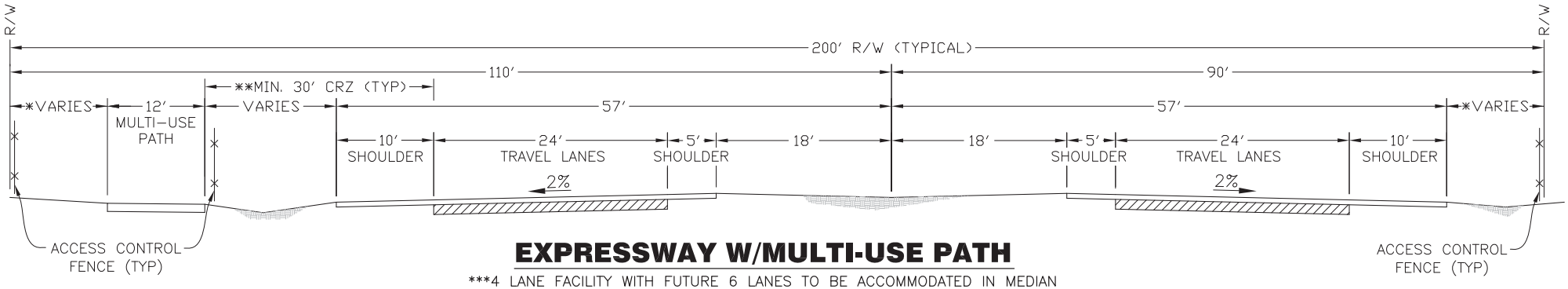
Rural roads are typically 2-lane roadways lacking curbs or raised medians. Rural roads serve primarily to provide access to adjacent land and provide service to travel over relatively short distances as compared to collectors or other higher systems. The City of Elk Grove adopted guidelines for adjustments in roadway capacity within the City's defined rural residential areas, which includes the Sheldon area[1]. The policy establishes an approach to road improvements based on the need to solve specific traffic issues identified through periodic evaluations of traffic conditions with commensurate improvements and provides design standards with the intent of preserving and enhancing existing rural character.

The rural roadway segments for the project are 2-4 lanes with paved shoulders and open ditches for drainage. Access is limited where feasible on these segments, with left turns allowed only at the intersections. (See Figure 3 – typical rural roadway segment.)

Sheldon Bypass Segment

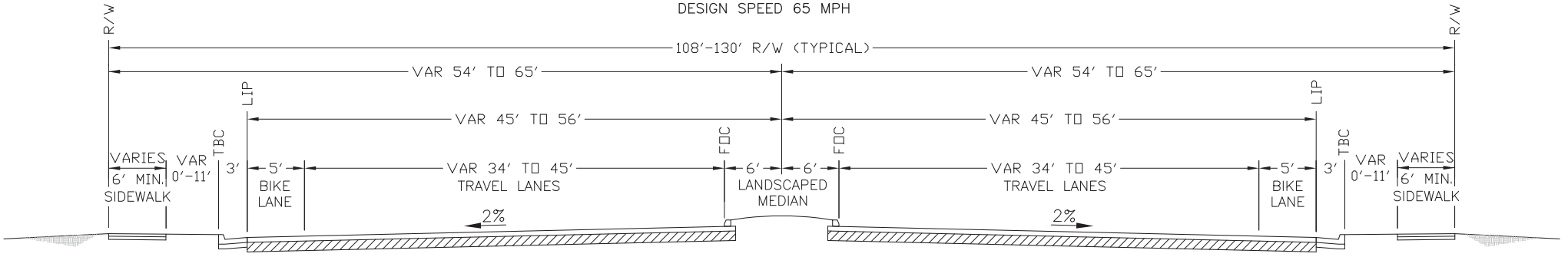
The Sheldon Bypass is a mostly elevated, divided 2-lane facility built on concrete piers and bridge slabs, with extended sections of an alternate direction passing lane to facilitate slower traffic, and continuous shoulders on both sides. Emergency pull outs will be provided at approximate ¼ mile spacing. No additional access points are proposed for the entire length of the bypass including Wilton Road. Bicyclists and pedestrians will be prohibited. (See Figure 4-Sheldon Bypass typical section.)

[1] City of Elk Grove. Planning Department. 2007. Rural Road Improvement Policy. Elk Grove, CA. Adopted November 17, 2007. Access date: December 14, 2009. Available: http://www.egplanning.org/rural_roads/files/adopted_documents/Rural%20Road%20Improvement%20Policy_11.20.07.pdf Note: Grant Line Road is excluded from this policy as indicated.



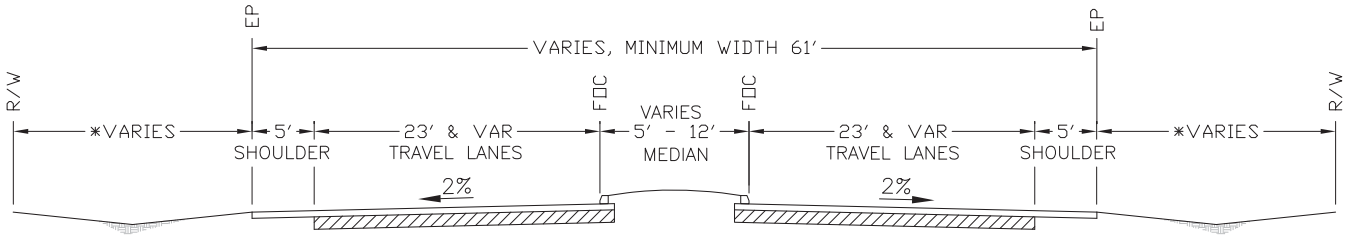
EXPRESSWAY W/MULTI-USE PATH

***4 LANE FACILITY WITH FUTURE 6 LANES TO BE ACCOMMODATED IN MEDIAN
DESIGN SPEED 65 MPH



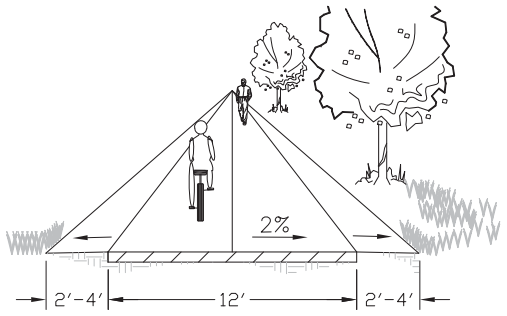
THOROUGHFARE

4-6 LANE FACILITY
DESIGN SPEED 50 MPH



RURAL ROAD

***4 LANE FACILITY
DESIGN SPEED 50 MPH



MULTI-USE PATH

NOTES

* WIDTH VARIABLE DEPENDANT UPON HYDRAULIC CONSIDERATIONS, TERRAIN AND RIGHT OF WAY CONSIDERATIONS.

** MINIMUM 30' CLEAR RECOVERY ZONE (CRZ) IS PREFERRED FROM EDGE OF TRAVEL WAY

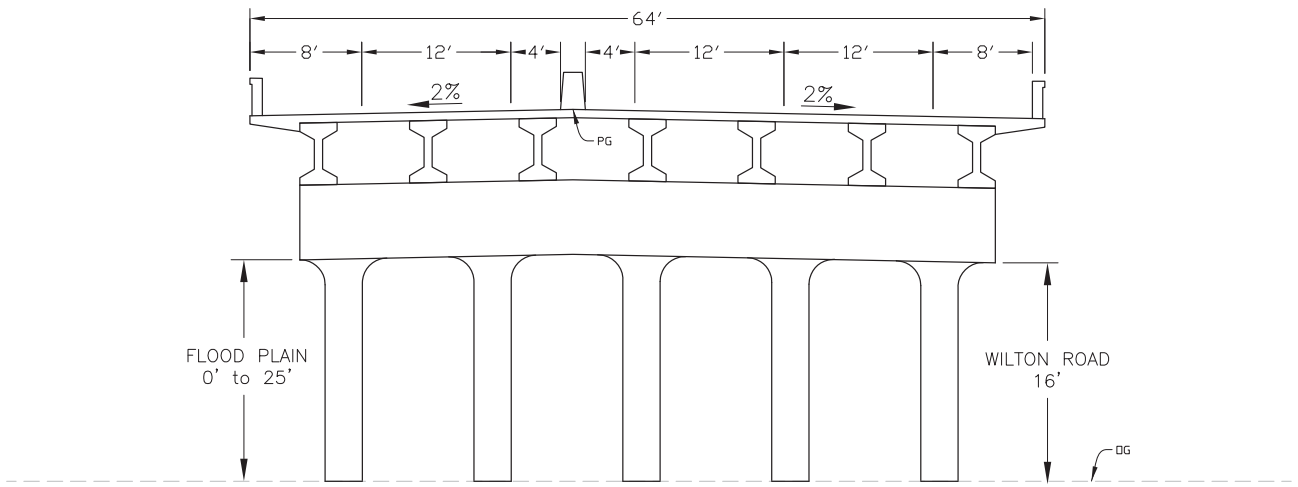
*** OFF-CORRIDOR MULTI-USE PATH WILL BE CONSIDERED WHEN APPLICABLE

CAPITAL | SOUTHEAST CONNECTOR JPA
Connecting Communities

PB 100 YEARS

PB Americas, Inc.
3840 ROSIN COURT, SUITE 200
SACRAMENTO, CALIFORNIA 95834
Tele: 916-567-2500
Fax 916-925-3517

FIGURE 3. TYPICAL SECTIONS



SHELDON BYPASS

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CONNECTOR JPA
Connecting Communities

FIGURE 4. BYPASS TYPICAL SECTION

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Interchanges and Intersections

An interchange is typically a junction of two or more travel ways that uses ramps or grade separations to permit traffic to pass through the junction without directly crossing any other traffic stream. It differs from a standard intersection, at which roads cross at grade. Interchanges are almost always used when at least one of the roads is a limited-access divided highway (expressway or freeway), though they may occasionally be used at junctions between two surface streets.

Grade separated interchanges are proposed along the expressway portions of the Connector at most major cross streets except at locations where LOS C conditions can be maintained with an at-grade intersection.

Non-Motorized Facilities

Each of the preliminary alternatives includes the use of a dedicated pedestrian/bike (non-motorized) facility. The type of facility will vary by alternative and by roadway type.

As described above, in thoroughfare segments both sidewalks and Class II bike lanes are proposed to be incorporated into the right of way. The sidewalks are proposed to be 6' to 12' wide and may be separated from the back of the curb, depending on the right of way width and proximity to intersections.

No sidewalks or striped Class II bike lanes are proposed for the rural roadway segments through the Sheldon area. A minimum 5' wide paved shoulder in this area would accommodate bicyclists, or parallel and connecting local roads could accommodate both bicyclists and pedestrians. An off-corridor multi-use path will also be considered in the area where applicable.

In the expressway segments, a 12' Class I non-motorized paved multi-use path with graded shoulders is proposed within the corridor. The path would be separated from the roadway by use of landscaping and/or barriers where necessary. Interim crossings for bike and pedestrian access may be needed as interchanges are phased in over time and to ensure adequate access is maintained to the multi-use path.

Non-motorized facilities vary by alternative. For Alternatives 1 and 2 (described below), additional options will be considered to minimize at-grade crossings of the multi-use path with the roadway and ramps. Also, improved access to local streets and additional features to enhance the functionality of the path will be considered as the design of the facility evolves.

An additional non-motorized alignment for Alternatives 3 and 4 (described below) would be located almost entirely off of the Connector and utilizes existing trail facilities developed by the various jurisdictions where possible. Originating in Elk Grove the trail for these alternatives would optimize the use of existing facilities, constructed and planned along Laguna Creek, the Folsom South Canal, Alder Creek, and other areas along the corridor. A new 12' wide paved multi-use path with graded shoulders is proposed to connect to the existing facilities, linking the entire system together. The final segment of the trail would be aligned and adjacent to the road facility in El Dorado County along White Rock Road. (See Figure 2 – project alternatives and Figure 3 - multi-use path typical section).

Transit Services and Facilities

Transit is an integral component of the Connector project. The transit services operating on the Connector route and on parallel routes will be operated by Regional Transit and/or other transit

providers in the study area. The Connector JPA is developing a transit policy to support the transit needs in the Corridor, which will be coordinated with local jurisdictions and providers.

For all alternatives, transit facilities would be provided along the Connector facility and on other yet-to-be determined major arterials within the Connector corridor. Facilities will include exclusive HOV/transit lanes on expressway segments that exceed 4 lanes as well as intersection signal priority, "queue jumps", transit centers and park-and-ride lots, which will be defined and implemented in a phased manner, consistent with development and ridership growth trends. These facilities will be constructed in coordination with expansion of local fixed route, express bus, and bus rapid transit (BRT) services, the latter of which will be implemented as densities increase along the corridor.

Open Space Acquisition and Preservation

Within the Sacramento County Measure A sales tax, the project is allocated $15 million for open space acquisition and habitat preservation. The manner in which the funds for open space acquisition would be applied is subject to further discussion. The program could include a variety of strategies designed to fund acquisition, operation, and management of open space resources.

No-Project Alternative

The No-Project Alternative represents the transportation system in SACOG's adopted 2035 MTP, with widening of the existing roadways along the Connector alignments to 4 or 6 lanes. Access along the roadways within the study area under the No-Project Alternative represents "business as usual," with only minor limitations on new driveways. The No-Project Alternative is also assumed to have numerous at-grade intersections with their locations based on adopted and proposed General Plans and Specific Plans. For the Sheldon Area, the Elk Grove Rural Roadway Standards would apply with improvements made as traffic volume thresholds warrant.

Proposed Preliminary Alternatives

Four preliminary build alternatives are proposed, in addition to a no-build (no project) alternative. The build alternatives contain four elements—roadway, non-motorized trails; transit services and facilities; and open space acquisition—and each have a mix of transit services and facilities both along and off the alignment based on the transit policy. The no-build and build alternatives are described below and illustrated in Figure 2 and Figure 5-typical section segments.

Alternative 1. Sunrise Alignment

The Alternative 1 concept utilizes existing Sunrise Boulevard for a portion of the alignment. This alternative, originating at the I-5/Hood-Franklin Road interchange, follows the common Connector alignment to SR99 along Kammerer Road. From the Grant Line/SR99 interchange, the alignment would proceed along Grant Line Road to Calvine Road, continuing as a thoroughfare except in the Sheldon area which has several options that are defined below for the Sheldon Community Options for Alternatives 1, 2, and 3. The Connector then continues from Calvine Road to Sunrise Boulevard as an expressway.

From there, the alignment follows Sunrise Boulevard north as an expressway from Grant Line Road to just north of State Route 16 (Jackson Highway) and then a thoroughfare segment north of State Road 16 (Jackson Highway) to Douglas Road. North of Douglas Road, the alignment would be east of

and parallel to Sunrise Boulevard, requiring an undefined new thoroughfare segment to provide a connection to White Rock Road. Alternative 1 continues east as a thoroughfare, utilizing the White Rock Road alignment through Rancho Cordova. East of Grant Line Road, the Connector then follows the common Connector alignment along White Rock Road and the southern boundary of the Folsom sphere of influence to the El Dorado County with an expressway. In El Dorado County, the Connector is proposed to be a thoroughfare segment along White Rock Road to the terminus at U.S. 50. (See Figure 2 and Figure 5)

Alternative 2. Grant Line Alignment

The Alternative 2 alignment follows Kammerer Road, Grant Line Road, and White Rock Road. The non-motorized facilities follow the main alignment. This concept is located primarily on Grant Line Road. Similar to the Alternative 1, the alignment would proceed from I-5 to SR99 along Kammerer Road . From the Grant Line/SR99 interchange, the Connector would remain on Grant Line Road through Elk Grove and Sacramento County to White Rock Road in Rancho Cordova. On Grant Line Road, from Bradshaw Road to Calvine Road, several options are being considered for the Sheldon Community under Alternatives 1, 2, and 3 . From Calvine Road to White Rock Road, the Connector is proposed to be an expressway. This expressway continues on White Rock Road following the common alignment to the El Dorado County line. In El Dorado County, the Connector is proposed to be a thoroughfare segment along White Rock Road to the terminus at U.S. 50. (See Figure 2 and Figure 5)

Alternative 3. Grant Line Alignment with Off-Corridor Multi-Use Trail

The Alternative 3 alignment is the same as under Alternative 2 except in the design of the non-motorized facilities. The on-corridor bike/pedestrian component under this alternative would be restricted to one side of the roadway and would have limited connections to local streets and few enhancements to intersection and interchange access. However, this alternative would include an additional multi-use trail component aligned off the Connector route. This multi-use path would be constructed along Laguna Creek, the Folsom South Canal, Folsom Boulevard, Alder Creek, and Union Pacific Railroad right-of-way to White Rock Road. The multi-use trail location is consistent with the bicycle master plans of the local jurisdictions, and portions of a trail system is already in existence along Laguna Creek and the Folsom South Canal and would be utilized for this alternative. (See Figure 2)

Sheldon Community Options for Alternatives 1, 2, and 3

Several options are being evaluated for the portion of the Connector alignment through the Sheldon community as part of Alternatives 1, 2, and 3. These options include various alignments for a bypass that would take the Connector route off of the Grant Line Road alignment or that would realignment local street and access points.

Sheldon Bypass Option

This option would construct a bypass of Grant Line Road south of the central part of the Sheldon community. The bypass would be constructed above grade through the Cosumnes River floodplain, just east of Grant Line Road, from Waterman Road or Bradshaw Road to Sloughhouse Road. No access would be provided along the bypass through the floodplain, including at Wilton Road. Under this option, bicycle and pedestrians access would not be accommodated along the bypass because of

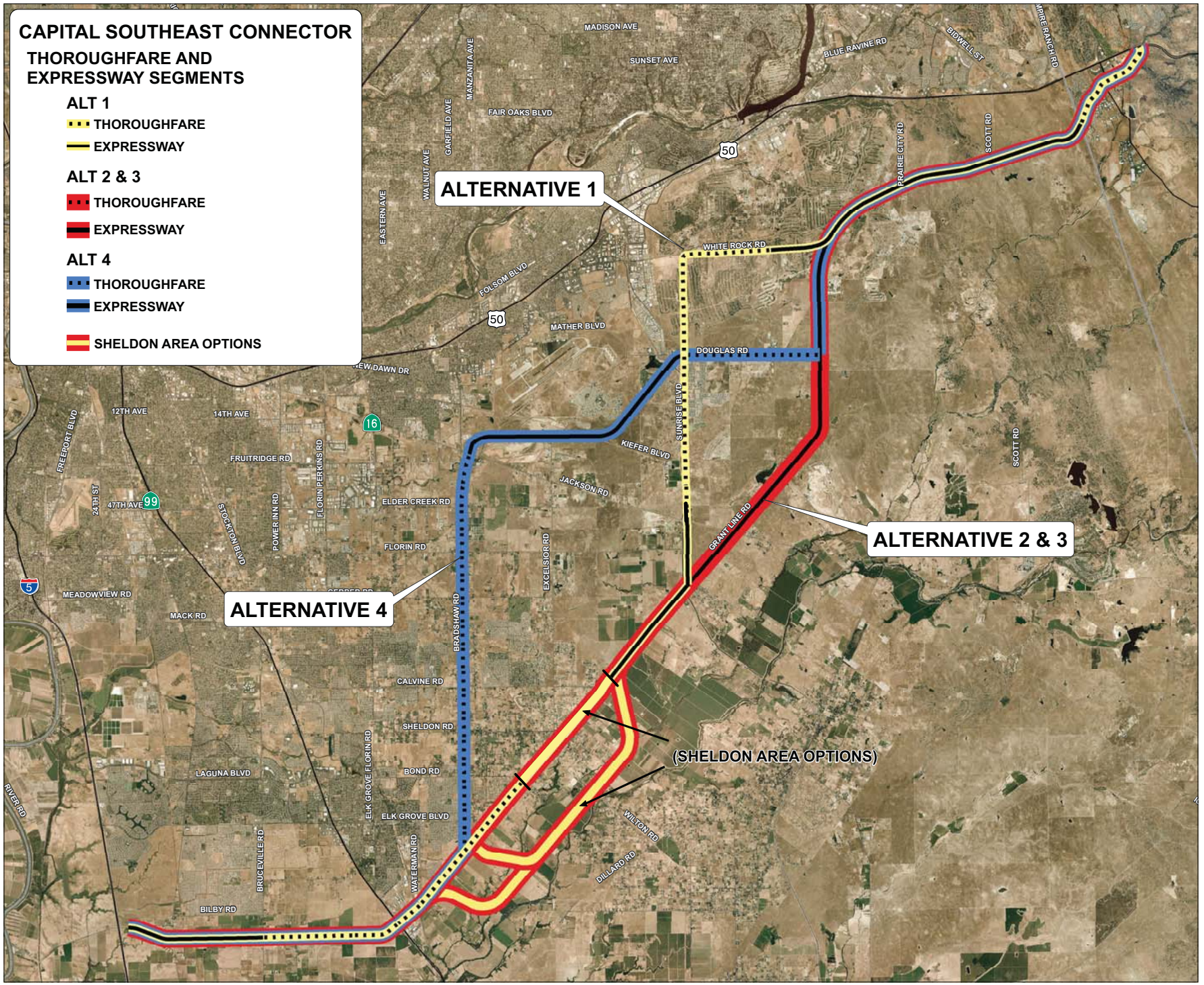

FIGURE 5. TYPICAL SECTION SEGMENTS

0 0.5 1 2 3 4 Miles

the need to limit project footprint and alignment widths within the floodplain. Instead, bicycle and pedestrians would be accommodated along Grant Line Road. (See Figure 2 and Figure 4)

Under this option, the segment of Grant Line Road running through the Sheldon area would not be incorporated into the Project but would remain a rural roadway under the jurisdiction of the City of Elk Grove. This road would be managed in accordance with the Rural Road Guidelines adopted by the City, which anticipate adjustments in capacity as warranted by traffic demand.

Sheldon Limited Access Roadway (LAR) Option

This option proposes to construct a rural road segment, with a raised center median along Grant Line Road thorough the Sheldon Area. This option would eliminate direct driveway access, increasing the capacity of the road while minimizing the right of way impact as much as possible. Controlled spacing of signalized intersections and frontage roads would need to be developed to access businesses and residences at selected locations. An effort will be undertaken to investigate the feasibility of this option and provide sufficient detail for analysis in the EIR. (See Figure 3)

Sheldon No-Build Option

This option proposes the segment of Grant Line Road running through the Sheldon area would not be incorporated into the Project but would remain a rural roadway under the jurisdiction of the City of Elk Grove. This road would be managed in accordance with the Rural Road Guidelines adopted by the City, which anticipate adjustments in capacity as warranted by traffic demand.

Alternative 4. Bradshaw Alignment

The Alternative 4 concept utilizes existing Bradshaw Road for a segment of the Connector. As with all other alternatives, this concept originates at I-5/Hood-Franklin Road interchange, and the first segment, up to Bradshaw Road, matches that of the previously described Alternatives 1 and 2.

At Grant Line Road and Bradshaw Road, the Connector would be aligned to the north along a widened Bradshaw Road up to State Route 16 (Jackson Highway) as a thoroughfare, with access limited and consolidated where feasible. Signalized intersection spacing of ½ mile may not be feasible in this area due to the existing and approved development, therefore minimal ¼ mile spacing may be allowed for this stretch. From Jackson Highway, a new expressway would be constructed in a predominantly easterly direction, along the southern boundary of Mather Airport, to the intersection of Sunrise Boulevard and Douglas Road. The alignment would then follow Douglas Road, as a thoroughfare segment to Grant Line Road where it then follows Grant Line Road as an expressway. East of Grant Line Road, the Connector continues as an expressway and follows the common Connector alignment along White Rock Road to El Dorado County. In El Dorado County the Connector is proposed to be a thoroughfare along White Rock Road to the terminus at U.S. 50. The additional non-motorized trail alignment is the same as in Alternative 3. (See Figure 2 and Figure 5)

Environmental Issues to be Addressed in the Program EIR

Introduction

This section presents a preliminary listing of the probable environmental effects that will be analyzed in the program EIR. The issues to be addressed and the methodologies used will be finalized after comments on the NOP are received. The discussion below summarizes possible impacts for each issue area. The draft program EIR will determine whether these impacts could actually occur, determine their level of significance, and propose feasible mitigation measures to reduce significant impacts. Thresholds for determining significant impacts will be based on applicable sections of the State CEQA Guidelines and regulatory agency standards.

Aesthetics

Impacts could occur both during construction and after facilities are built and in operation. Likely issues associated with aesthetics in relation to the proposed project include:

- Obstructing high-quality or important views of the landscape
- Constructing facilities in the landscape that are visible from important viewing areas or visually incongruous with their surroundings
- Constructing elements that increase to a noticeable level the amount of new light and glare visible from important viewing areas
- Constructing elements in the landscape that are visible from and are incongruous with recreation facilities or open space areas that may be accessible to the public presently or in the foreseeable future

Agricultural Resources

Likely impacts associated with agricultural resources resulting from the project include the following:

- Temporary and permanent removal of land from agricultural production
- Conflict with existing zoning for agricultural uses
- Temporary and permanent removal of land under Williamson Act contract and land considered 'prime farmland' by the State of California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP)
- Changes from the project in the existing environment that could result in the conversion of farmland to non-agricultural use

- Conversion of farmland to urban uses
- Effects of proposed urban uses on any nearby agricultural operations
- Effects of the proposed project on lands under Williamson Act contract and farmland preserves
- Consistency of the project with City farmland preservation policies

Air Quality

Air quality issues associated with the proposed project involve both construction and operational air emissions and conformity with air quality management plans. The issues include:

- potential air emissions from construction equipment fuel combustion and ground disturbance during construction
- potential operational emissions of criteria pollutants (ozone precursors, PM10, PM2.5 and carbon monoxide)

Climate Change

The proposed project's effects on climate change will also be assessed. Specifically, both construction and operations-related greenhouse gas (GHG) emissions will be estimated from increased traffic, electricity, or water use resulting from the proposed project.

Biological Resources

Botanical Resources

Issues associated with botanical resources primarily involve construction-related impacts. The proposed project's elements that could affect botanical resources include the development footprint and other disturbance areas. Construction of the proposed project would involve vegetation removal and ground-breaking activities that could affect:

- Federally listed or state-listed threatened or endangered plant species
- Other special-status plant species
- Wetland and riparian habitats
- Rare native plant communities
- Land under conservation easement

Wildlife Resources

Issues associated with wildlife and fishery resources primarily involve impacts related to construction of the proposed project, which would require vegetation removal and groundbreaking or other construction-related disturbances. These actions could result in any of the following:

- Change of wildlife habitat, disruption of natural movement corridors, or fragmentation or isolation of wildlife habitats
- Disturbance or displacement of wildlife during construction
- Effects on federally listed or state-listed threatened or endangered wildlife species or critical habitat
- Effects on other special-status wildlife species, including state species of special concern and candidate species for federal listing as threatened or endangered
- Effects on wetland and riparian wildlife habitats, or other wildlife habitats that have declined regionally

Cultural Resources

Possible disturbances to cultural resources could result from groundbreaking activities related to construction or alteration of structures with historical significance. Construction of new facilities could lead to:

- Disturbance of known or unknown archeological sites where groundbreaking activities occur, including the Mormon Hill Historic District and the American River Mining District
- Disturbance or alteration of structures with historical importance

Geology/Soils

Issues associated with geologic and seismic hazards and soils constraints involve mostly construction-related impacts. Construction of new facilities could affect:

- Soil stability conditions
- Soil erosion rates
- Topography

Operational issues include:

- Exposure of people or property to geologic hazards
- Possible location of facilities in substrate that contains material subject to liquefaction or other secondary seismic hazards from ground shaking
- Possible location of facilities within a known active fault zone or an area characterized by surface rupture that might be related to a fault

Hazards and Hazardous Materials

Impacts associated with hazards and hazardous materials primarily involve construction-related activities, including the following possible impacts:

- Routine transport, use, or disposal of hazardous materials associated with project construction
- Construction of portions of the proposed projects on a site that is included on a list of hazardous material sites
- Potential interference with an adopted emergency response plan or emergency evacuation plan during construction

Hydrology/Water Quality

Issues associated with hydrology and water quality are primarily related to the construction of new facilities, including:

- Alteration of surface water flow
- Changes in groundwater flow and recharge
- Construction of facilities within a floodplain
- Surface water quality impacts associated with project construction and run-off from the new facilities due to increased impervious surfaces in the project area
- National Pollutant Discharge Elimination System (NPDES) permit compliance

Land Use/Planning

Most land use impacts could result from construction of new facilities, including:

- Compatibility with adjacent land uses or zoning designations
- Consistency with local land use policies
- Division or disruption of existing communities, including Sheldon, Mather Housing, and El Dorado Hills

Mineral Resources

Impacts associated with mineral resources involve the possibility the construction of the proposed project will result in the loss of availability of a known mineral resource that would be of value to local or regional jurisdictions or the state

Noise

Issues associated with noise involve both construction and operational activities. Construction activities that can be a significant source of noise include trucking operations, use of heavy construction equipment (e.g. graders, cranes, and front-end loaders), pile-driving activities, and blasting. The extent to which these activities will occur or be of concern will depend on the requirements of construction sites. Sources of operational noise include traffic associated with use of the proposed project.

Population and Housing

Issues associated with population and housing primarily involve construction of the proposed facilities. Construction of new facilities could lead to displacement of residences or interruption of the operation of businesses during construction.

The following operational issues will also be reviewed:

- Additional population growth due to construction of the proposed project
- Additional residential housing units built in the project vicinity due to the proposed project
- Shifts in jobs/housing balance due to the proposed project
- Additional jobs created by construction of the proposed project

Public Services

The major effects on public services and facilities include increased demand and potential disruption of services. Construction-related effects on public services and facilities include increases in police, fire and emergency medical response times.

Depending on the potential of the project to induce growth, the need for other public services and facilities could result from operation of the proposed project.

Recreation

The proposed project has the potential to displace or degrade recreational facilities and opportunities in the project area. In addition, depending on the growth-inducing potential of the proposed project, the resulting increased use could further degrade existing recreational facilities.

Transportation/Traffic

Issues associated with transportation and traffic related to construction and alteration of existing roadways and facilities involve both construction-related and operation impacts. The construction-related issues include:

- Additional trips occurring during transportation of the construction crew and materials
- Increase in traffic volume on the adjacent roadways resulting from road closures and detours
- Alteration of circulation patterns and interruption of traffic flow during construction resulting from road closures and detours
- Disruption of bicycle, pedestrian or transit access
- Increase in traffic hazards resulting from construction activities

Operational issues could include:

- Alteration of traffic due to the proposed project
- Changes in access for pedestrians, bicyclists and transit
- Increased use of associated roadways to access the proposed project, resulting in traffic and potential level of service violations

Utilities and Service Systems

Issues associated with utilities and service systems include the following:

- Disruption of utility service during project construction
- Relocation of existing facilities in the project area for construction
- Increased demand for utilities due to operation of proposed project, including increased electricity for operation of associated facilities (e.g. streetlights)

Cumulative and Growth-inducing Impacts

Indirect effects, or cumulative and growth-inducing impacts, associated with the project will also be discussed in the program EIR. As described above under "Purpose of the Program EIR", use of a program EIR ensures the consideration of cumulative impacts. A cumulative impact consists of significant effects that are the result of the combined effects of individual past, present, and probable future projects. A project's individual effect may be considered less than significant while still making a considerable contribution to a significant cumulative effect. A background of the cumulative impact analysis will be developed by the JPA and will include build out of the general plans for the cities and the counties within the project area.

Issues associated with utilities and service systems include the following:

- The potential capacity addition to roadway segments and their potential influence on growth
- The specific relationship between the project's capacity to projected and planned growth
- The consistency of the project with projected growth

- The development policies of the counties' and cities' general plans and whether the implementation of the project would eliminate a significant obstacle to growth in an area that would otherwise not be affected