

# Elk Grove Citizen ONLINE

## NEWS

### Connector JPA unveils environmental report

*Public workshop to be held April 14; road tolls considered*

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Published: Thursday, March 17, 2011 5:39 PM PDT

The Capital SouthEast Connector Joint Powers Authority (JPA) Board of Directors released the draft Program Environmental Impact Report (PEIR) earlier this week and will discuss the document at a public workshop next month in Elk Grove.

"We have come to a milestone," Tom Zlotkowski, executive director of the connector JPA, said at the board's monthly meeting on March 15 in Rancho Cordova.

He noted work on the PEIR started in October 2008.

The public is allowed to review and comment on the draft PEIR until May 13.

On April 14 at the Elk Grove City Council chambers, people will be able to ask questions on any issue related to the proposed 35-mile corridor that is slated to run from El Dorado County near Highway 50 along Grant Line Road out to Interstate 5.

The connector is comprised of five segments, each of varying lengths, proposed dates for construction, and proposed dates of operation.

The 6.23-mile "Kammerer Road" segment that will run between Interstate 5 and Highway 99 is slated to be built from 2015 to 2017 and then begin operation in 2018.

The "Bond Road" segment is 4.21 miles and will be built from 2016 to 2018 with operation to begin in 2019.

The neighboring "Sheldon" segment that will run for 2.72 miles through that community is slated for construction from 2018 to 2020 with operation to begin in 2021. There is also a small stretch of road that is based solely in El Dorado County.

But the biggest segment known as "Expressway" is 18 miles and runs on Grant Line Road from Calvine Road to the El Dorado County lines.

Zlotkowski said this stretch of road could include tolls to help offset construction costs, although he added that the connector is an attractive project to a number of private investors.

"Revenue is one thing, but reduction of cost is just as important," he said.

Don Nottoli, a JPA board member and Sacramento County supervisor, said there needs to be alternatives for residents of the area who do not want to pay the toll to get to their properties.

Those options could include construction of roads parallel to the connector or elimination of the toll for people who rely on Grant Line Road to get to and from their homes.

"They are concerned about being able to do the whole thing with public funding," Sheldon resident and community activist Bill Myers said after the meeting.

He said that he had not reviewed the draft PEIR yet, but he was pleased to hear at the meeting that the Sheldon area was given its own segment.

"It keeps Sheldon as we asked. It keeps Sheldon separate," Myers said.

Copies of the draft PEIR, which consists of two volumes with a total of 1,210 pages, are available at Elk Grove City Hall for \$25 or may be downloaded at no charge from the JPA's website.

At the request of Nottoli and in concurrence of the JPA board members in attendance at the March 15 meeting, copies for review will be placed at selected libraries.

Zlotkowski said the goal is for JPA staff and consultants to receive feedback on the draft PEIR and create the final PEIR that the JPA board would be able to certify this summer along with design details of the connector.

The April 14 meeting will begin at 6 p.m. at the council chambers, 8400 Laguna Palms Way.

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