

# Elk Grove Citizen ONLINE

## NEWS

### Connector board reviews environmental document

*Finalized report to be certified next month*

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Published: Tuesday, July 26, 2011 4:17 PM PDT

Despite the low turnout at a meeting held last week, the Capital Southeast Connector Joint Powers Authority (JPA) is moving forward with plans to next month certify its newly finalized environmental document.

The board met on July 20, one day after the two-volume draft Program Environment Impact Report (PEIR) was finalized after comments received from the public were incorporated into the revised document.

The proposed connector is a 35-mile stretch that aims to provide a transportation route between Interstate 5 and El Dorado County. From Interstate 5, the route would run along Kammerer and [Grant](#) Line roads in Elk Grove toward and into El Dorado County.

JPA Executive Director Tom Zlotkowski told that board that nearly 4,000 postcards were mailed out to announce the availability of finalized document, but there were about 15 people in the crowd for the July 20 meeting at Rancho Cordova City Hall.

However, many people provided comments on the draft document in writing or at workshops conducted by JPA staff last spring. Among the dozens of comments was a letter written by Sheldon resident Bill Myers to other members of the Sheldon Community Association.

"The report leaves intact our overall vision of how to save our community from the most damaging disruption in case the connector comes down Grant Line [Road]," Myers wrote. "It provides for the route, the stop lights, the lane limitations, and the continued access of the driveways to the road that we recommended."

The written response from the JPA was that no changes to the draft PEIR were necessary.

Some of the other comments were more general in nature.

Lori Candelaria of the association wrote, "Please do a reassessment of this project before we go further with plans."

For those types of comments, the response from the JPA was a reminder that the draft PEIR looked at impacts at the program level from an overview perspective.

Other comments were more specific.

Elk Grove resident Paul Baldwin, writing on behalf of Stone Lakes National Wildlife Refuge, which borders the city limits just east and west of Interstate 5, expressed concern about possible development at Interstate 5 and Hood-Franklin Road.

"We see highway development at this point to be in opposition to wildlife in the refuge," Baldwin wrote.

The response from the JPA was more specific and noted, "The proposed connector alignments studied are not adjacent to the [refuge]."

JPA board members said they had hoped to get more direct comments from federal government agencies, but JPA staff said those comments were submitted out of courtesy since no decision on the connector has been made.

"It's like, 'We don't have an opinion right now,'" said JPA Board Member and Sacramento County Supervisor Don Nottoli, whose district includes Elk Grove. "We know darn well they have an opinion."

Zlotkowski said certifying the PEIR means the material contained in the document is accurate. He added that the JPA needs to have a [financing](#) plan and a habitat conservation plan before any construction can [begin](#).

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