

Memorandum

Tab 32

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 21, 2014

Reference No.: 2.2b. (2)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL ASSESSMENT FOR THE RANCHO CORDOVA PARKWAY INTERCHANGE PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Rancho Cordova Parkway Interchange Project (project) located in Sacramento County?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues addressed in the DEIR. However, staff recommends that a letter be sent to the City of Rancho Cordova that states:

- The Commission has no comments with respect to the alternatives or environmental impacts addressed in the DEIR/EA.
- The Commission recommends that the City and its partners identify and secure the necessary funding to complete the project.
- If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

The proposed project is located partially within the City of Rancho Cordova and partially in unincorporated Sacramento County. The proposed project will construct a new interchange over US Highway 50 (US 50) between Sunrise Boulevard and Hazel Avenue in Rancho Cordova including auxiliary lanes between Post Miles 12.5 and 15.8. The project will also construct a new four lane arterial known as Rancho Cordova Parkway extending south from the new interchange to White Rock Road. The City of Rancho Cordova is serving as the lead agency under the California Environmental Quality Act (CEQA) and Caltrans is the lead agency under the National Environmental Policy Act (NEPA). No funding under the purview of the Commission is currently programmed for this project; however, it is anticipated that the Commission will be asked to take action on this project in the future to approve a new public road connection.

The decision to prepare an EIR/EA was made due to analysis results indicating potentially significant impacts to the following areas:

- Aesthetics
- Air Quality
- Noise
- Transportation & Traffic

The alternatives considered for the proposed project include:

- Alternative 3 (Proposed Project) – This alternative would construct a tight diamond (L-1) interchange and overcrossing structure including four through lanes, one left-turn pocket, shoulders, and a shared bicycle/pedestrian lane on one side of the interchange structure. The eastbound ramps would create a four-way intersection at the overcrossing which would terminate at a T intersection with the westbound ramps. A new four lane arterial roadway (Rancho Cordova Parkway) including paved shoulders for bicycle and pedestrian access would be constructed from where the interchange touches down just south of the Folsom South Canal extending south to a new signalized intersection at White Rock Road. This alternative would also include auxiliary lanes in both directions on US 50 from Sunrise Boulevard to Rancho Cordova Parkway and from Rancho Cordova Parkway to Hazel Avenue.
- No Build Alternative (2037 Conditions without the Project) – This is the no-build alternative. This alternative assumes certain Tier 1 roadway improvements contained in the SACOG 2035 MTIP and other future roadway improvements planned as part of the City's General Plan would be constructed but that the proposed Rancho Cordova Parkway Interchange including the Rancho Cordova Parkway connection to US 50 would not be constructed.

A summary of potential impacts from the proposed alternatives is included in Table S-2 of the attached Executive Summary. The DEIR indicates that the proposed project would result in significant unavoidable impacts to Visual/Aesthetic Resources, Traffic & Transportation, Air Quality, and Noise.

Attachments – DEIR/EA Executive Summary

Rancho Cordova Parkway Interchange Project

RANCHO CORDOVA, CALIFORNIA
DISTRICT 3-SAC-50 (PM 12.5/15.8)
EA 03-1E2700
SCH#: 2005092044

Draft Environmental Impact Report/ Environmental Assessment



Prepared by the
City of Rancho Cordova
and the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by California Department of Transportation under its assumption of responsibility pursuant to 23 USC 327.



April 2014

General Information About This Document

What's in this document?

The City of Rancho Cordova (City) and the California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), have prepared this Environmental Impact Report/Environmental Assessment (EIR/EA), which examines the potential environmental impacts of alternatives being considered for the proposed project in Rancho Cordova, California. The City is the lead agency under the California Environmental Quality Act (CEQA), and Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Cooperating agencies under NEPA include the U.S. Bureau of Reclamation (USBR), which has jurisdiction of the Folsom South Canal. In addition, Caltrans and Sacramento County, which has jurisdiction for the portion of the project north of U.S. 50, are responsible agencies under CEQA.

The EIR/EA explains why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this EIR/EA.

Additional copies of the EIR/EA, as well as of the technical studies that were used in preparing it, are available for review at the City of Rancho Cordova Public Works Department, 2729 Prospect Park Drive, Rancho Cordova, CA 95670, and the Sacramento Public Library, Rancho Cordova Branch, 9845 Folsom Blvd., Sacramento, CA 95827. Please note that all or portions of cultural resources studies will not be publicly available because of concerns regarding resource preservation.

- Attend the public meeting on May 14, 2014.

Your comments are welcome. If you have any concerns regarding the proposed project, please attend the public meeting and/or send your written comments to Caltrans by the deadline.

Submit comments via U.S. mail to Caltrans at the following address:

- Georgette Neale, California Department of Transportation, 2379 Gateway Oaks Drive, Suite 150 Sacramento, CA 95833
- Submit e-mail comments to Caltrans at the following e-mail address:
- Georgette Neale, California Department of Transportation, georgette.neale@dot.ca.gov
- Be sure to submit comments by the deadline: June 9, 2014.

What happens next?

After comments are received from the public and reviewing agencies, the City, and Caltrans as assigned by FHWA, may (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, the City could design and construct all or part of the project.

For individuals with sensory disabilities, this EIR/EA is available in Braille and large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to the Department of Transportation, Attn: Georgette Neale, Office of Environmental Management, 2379 Gateway Oaks Drive, Suite 150, Sacramento, CA 95833; (916) 274-0623 Voice, or use the California Relay Service 1 (800) 735-2922 (TTY), 1 (800) 735-2929 (Voice) or 711.

Construct new interchange over U.S. Highway 50 (U.S. 50) between Sunrise Boulevard and Hazel Avenue (PM 12.5/15.8) and new roadway between U.S. 50 and White Rock Road in the City of Rancho Cordova and unincorporated Sacramento County

DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, Public Resources Code
(Federal) 42 USC 4332(2)(C) and 49 USC 303

CITY OF RANCHO CORDOVA
and
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Cooperating Agencies:

U.S. BUREAU OF RECLAMATION

Responsible Agencies:

COUNTY OF SACRAMENTO
CALIFORNIA DEPARTMENT OF TRANSPORTATION

4-1-2014

Date of Approval

John Webb

John Webb
Environmental Manager, District 3
California Department of Transportation
NEPA Lead Agency

3-28-2014

Date of Approval

Cyrus Abhar

Cyrus Abhar
Public Works Director
City of Rancho Cordova
CEQA Lead Agency

The following person may be contacted for additional information concerning this EIR/EA:

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2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833
(916) 274-0623

or

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City of Rancho Cordova
2729 Prospect Park Drive, Suite 220
Rancho Cordova, CA 95670
(916) 517-4404

Summary

The proposed project is subject to federal, as well as City of Rancho Cordova (City), County of Sacramento, and state environmental review requirements, because the City proposes the use of federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the project proponent and the lead agency under CEQA.

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a revised and permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a memorandum of understanding (MOU) pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012, and terminates 18 months from the effective date of FHWA regulations developed to clarify amendments to 23 USC 327 or on January 1, 2017. The NEPA Assignment MOU incorporates by reference the terms and conditions of the Pilot Program MOU. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an environmental impact statement (EIS), or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an

EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the lead agency to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, it is quite often the case that a “lower-level” document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

Following receipt of comments from the public and reviewing agencies, a final environmental document will be prepared. The City and Caltrans may undertake additional environmental and/or engineering studies to address comments. The final environmental document will include responses to comments received on the Draft EIR/EA and will identify the preferred alternative. If the decision is made to approve the project, the City will publish a Notice of Determination for compliance with CEQA, and Caltrans will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) for compliance with NEPA. A Notice of Availability of the FONSI will be sent to the affected units of federal, state, and local government and to the State Clearinghouse in compliance with Executive Order 12372.

Overview of Project Area

The proposed project is located partially within the city and partially in unincorporated Sacramento County. The project area includes U.S. Highway 50 (U.S. 50) between postmiles 12.5 and 15.8 (near Hazel Avenue and Sunrise Avenue, respectively,) which is a federal highway under the jurisdiction of Caltrans, as well as an area extending south from the proposed interchange south to White Rock Road. Currently, no interchange or intersection structure exists at this location. Within the project limits, U.S. 50 is a seven-to eight-lane freeway, including high-occupancy vehicle (HOV) lanes that begin

(eastbound) near the Watt Avenue interchange and end (westbound) near the Sunrise Boulevard interchange. An auxiliary lane is provided between the Folsom Boulevard and Hazel Avenue interchanges in the westbound direction, and between the Hazel Avenue and Sunrise Boulevard interchanges (a span of approximately 3 miles) another auxiliary lane is added and dropped. Another westbound mixed-flow lane is added at the Sunrise Boulevard westbound on-ramp. The surrounding area is urban.

Project Background

Plans for the Rancho Cordova Parkway Interchange at U.S. 50 have been included in long-range planning efforts in Rancho Cordova since the 1980s, many years prior to Rancho Cordova's incorporation in 2003. The initial 1988 Gold River General Development Plan granted the County an offer of dedication of right-of-way, designated as an "interchange study area." Then, as a condition of approval of the Gold River Unit 17 subdivision in 1992, the Natomas Land Company dedicated "Freeway Interchange Lot (Lot C)" to the County, to provide an additional access point to U.S. 50 from the south; this improvement then was incorporated into the County's General Plan, adopted in 1993.

Prior to the incorporation of Rancho Cordova, a lengthy planning process was undertaken and documented in the Cordova Community Plan, prepared by the County and adopted by the Board of Supervisors on May 21, 2003. Specifically, the plan called for new roadway connections to enhance regional circulation and provide additional linkages. The Cordova Community Plan also identified a new interchange on U.S. 50 in the location of the proposed project.

The planning and environmental documents for the Sunrise-Douglas Community Plan and Sunridge Specific Plan anticipated this roadway as a key corridor for access between new developments in the area with U.S. 50. The interchange and the parkway are key elements of the City's overall transportation network and circulation element as set forth in the City's General Plan.

In 2007, the City of Rancho Cordova Public Works Department initiated community meetings to update concerned citizens on progress of the project and provide a forum for citizens to voice their concerns and receive answers from City staff. Between October 2007 and August 2008, the City of Rancho Cordova Public Works Department held six meetings of the Rancho Cordova Parkway Community Advisory Committee. These meetings were attended by City staff, consultants, property owners or their representatives, community organizations, and community members.

During these meetings, City staff and consultants presented project details and answered questions. Specific topics discussed included the design plans, lighting and landscape plans, and bike paths.

The Rancho Cordova Parkway Community Advisory Committee meetings provided citizens a forum for providing input into the design and features of the interchange. Commercial property owners voiced concerns regarding the visibility of commercial structures following construction of the interchange. Local residents voiced concerns about car headlights on the interchange that could illuminate nearby homes. Local residents also voiced concerns regarding the safety of children playing near the interchange.

The design and features of the interchange and parkway have been modified iteratively to address public concerns.

Purpose and Need

The proposed project is intended to address the existing operational deficiencies of U.S. 50 and adjacent arterial roadways as well as the anticipated future growth in the project area. The proposed project, along with the planned improvements proposed under the 50 Corridor Mobility Partnership,¹ will relieve existing traffic congestion on U.S. 50 and local facilities. The project would help to achieve the following objectives:

- Relieve existing traffic congestion on U.S. 50, Sunrise Boulevard, White Rock Road, and Hazel Avenue south of U.S. 50.
- Improve traffic operations at the U.S. 50/Sunrise Boulevard and U.S. 50/Hazel Avenue interchanges.
- Maintain acceptable levels of service on U.S. 50 and at existing access points to U.S. 50 under existing and future conditions.
- Provide additional access to and from U.S. 50 and planned developments.
- Improve emergency access within the City of Rancho Cordova.
- Provide access to regional transit facilities and park-and-ride lots, where feasible.

¹The 50 Corridor Mobility Partnership is a public/private partnership of public jurisdictions and private landowners, formed to address the transportation planning and funding issues that are unique to the U.S. 50 corridor through eastern Sacramento County.

Because of existing and planned growth within the city and the surrounding communities, the need has arisen to provide additional access to U.S. 50 from the south, where limited points of access are currently provided.

Currently, traffic through and around the project area operates at unacceptable levels of service in several areas, including the eastbound freeway mainline during the PM peak traffic hour, key freeway ramp junctions, and key roadway intersections.

The City's General Plan anticipates the addition of 53,480 new housing units and 55,199 new jobs within the current city limits by 2030. Much of this growth is anticipated to occur east of Sunrise Boulevard and south of U.S. 50, near the project area. The existing street network in the project vicinity and south of U.S. 50 consists of two-lane arterial roadways, used primarily by commuters traveling between Elk Grove and the U.S. 50 corridor. Currently, Sunrise Boulevard is the only route that provides direct access to U.S. 50 from this area.

The new developments in the project area that are anticipated in the City's General Plan could be constructed without construction of the interchange; however, resulting increases in traffic would likely have a negative impact on traffic operations and safety on existing local roadways. Improvements would be needed to accommodate traffic demands resulting from these developments, which are necessary to provide adequate housing for existing and planned job center uses in and adjacent to the city.

This project is part of the 50 Corridor Mobility Partnership's list of near-term priority projects. This partnership is a public/private effort to provide a unified solution for transportation improvements in an area that is already congested and/or will experience more traffic congestion in future years.

In addition to near-term priority projects, the City will commit to opening the interchange project after or concurrent with the opening of the following roadway projects. These projects are located partially or entirely outside the City's jurisdiction. Therefore, the City will also commit to working with outside jurisdictions to ensure that these projects are completed in a timely manner.

- An “at-grade” extension of Hazel Avenue (Nimbus Road) south from Folsom Boulevard to Easton Valley Parkway—The City anticipates that this project would be constructed as a condition of approval for the Glenborough at Easton project. Glenborough is conditioned to extend Hazel Avenue from its current terminus at Folsom Boulevard, southward to proposed Easton Valley Parkway. Glenborough condition of approval number 97 describes this initial improvement as an “at-grade” connection.
- Extension of Easton Valley Parkway from Rancho Cordova Parkway to Hazel Avenue (Nimbus Road).
- U.S. 50 eastbound transition auxiliary lane from Hazel Avenue through the Folsom Boulevard overcrossing.

To achieve and maintain acceptable operations along U.S. 50 and on Hazel Avenue, several transportation improvement projects have been constructed, including the extension of HOV lanes from the project area to Watt Avenue in Sacramento, the widening of Hazel Avenue north of U.S. 50, and improvements to the Hazel Avenue interchange. Planned projects include the Sacramento Area Council of Government’s (SACOG) “Regional Connector” connecting Elk Grove to El Dorado County to the south of the project site. In addition, Caltrans’ Corridor System Management Plan has listed the U.S. 50 auxiliary lane projects to construct eastbound and westbound auxiliary lanes on U.S. 50 from Sunrise Boulevard to Scott Road. These auxiliary lane projects are subject to availability of local funding and can be considered long-term projects. Other long-term projects include the extension of Hazel Avenue south to White Rock Road.

Proposed Action

The proposed project intends to construct a new interchange over U.S. 50 between Sunrise Boulevard and Hazel Avenue in the City of Rancho Cordova, Sacramento County, California. The interchange would be a “south-only” connection and would also include construction of a new four-lane arterial street, called Rancho Cordova Parkway. Rancho Cordova Parkway would extend from the new interchange south to a new signalized intersection with White Rock Road. The overcrossing structure would span U.S. 50, Folsom Boulevard, the Sacramento Regional Transit (Sac RT) light rail and Union Pacific Railroad (UPRR) tracks (Railroad Corridor), Folsom South Canal, and Buffalo Creek.

The proposed project is located partially within the city and partially in unincorporated Sacramento County. The project would construct auxiliary lanes along U.S. 50 in the area between Sunrise Boulevard and Hazel Avenue. The project area north of U.S. 50 is within Sacramento County. The Folsom South Canal is under the jurisdiction of the U.S. Bureau of Reclamation. The remainder of the project area is within the Rancho Cordova city limits.

The project will provide bicycle and pedestrian connections along Rancho Cordova Parkway between White Rock Road and Easton Valley Parkway ultimately connecting to the bicycle lane and bicycle trail system in the future Westborough development. When combined with the Westborough system, the project bicycle facilities will allow access to residential and commercial properties making several connections to the City's main trail system and the Folsom South Canal trail. Additional connections across the Folsom South Canal will provide bicycle and pedestrian access to Regional Transit's Sunrise light rail station and to the future Mine Shaft light rail station. The proposed project would include bicycle/pedestrian facilities (Class II bike lanes and sidewalks). The bridge facility will have an open shoulder, but will not be striped for bicycle lanes.

Two alternatives (Alternative 3 and the No Build alternative) are considered in detail in this EIR/EA and are summarized next.

Alternative 3 (Proposed Project)

Alternative 3 is a tight diamond (L-1) interchange, and the eastbound ramps would be placed in a diamond (L-1) configuration paralleling U.S. 50 and creating a four-way intersection at the overcrossing. Alternative 3 would include:

- An overcrossing structure perpendicular to U.S. 50, with the eastbound and westbound ramps parallel to U.S. 50, terminating at a 'T' intersection with the westbound ramps.
- Eastbound ramps, connecting to the overcrossing with a four-way intersection.
- Ramp intersections 295 feet apart, operating as a single intersection.
- A 14-foot median within the overcrossing structure.
- Continuous auxiliary lanes in both directions on U.S. 50 from Sunrise Boulevard to Rancho Cordova Parkway and from Rancho Cordova Parkway to Hazel Avenue.

- Sound walls and retaining walls, constructed at various locations along U.S. 50 mainline, ramps, and intersections.
- An interchange design would include provisions to accommodate bicyclists and pedestrians along the interchange and roadway extension to White Rock Road (an on-street Class II bike lane on the overpass would provide access between the new interchange at U.S. 50 and the new residential and commercial developments planned south of the Folsom South Canal).
- An interchange structure spanning Folsom Boulevard, the RT/UPRR rail lines, Folsom South Canal, and Buffalo Creek.
- The new Rancho Cordova Parkway, a four-lane roadway with a center median terminating at a new signalized intersection with White Rock Road.
- An integrated highway and bridge drainage system and roadway drainage systems constructed within the project limits to accommodate and treat collected stormwater.

See **Table S-2** for a summary of potential impacts of the proposed project.

No Build Alternative (2037 Conditions without the Project)

Under the No Build alternative, no construction of the proposed interchange would occur. Vehicles accessing U.S. 50 and surrounding development would continue to use the U.S. 50/Sunrise Boulevard interchange and U.S. 50/Hazel Avenue interchange, and access to areas south of the Folsom Boulevard would be limited to Sunrise Boulevard. The analysis of this alternative considers the environmental effects of not approving the proposed project. Not approving the proposed project would have several negative effects within the City, including increased traffic congestion and a decrease in the quality of life of residents and workers. See **Table S-2** for a summary of potential impacts of the No Build alternative.

Areas of Potential Controversy

CEQA Guidelines (Section 15123) and NEPA Regulations (40 Code of Federal Regulations 1502.12) require the summary to identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. These issues are summarized as follows:

**Table S-1
Summary of Potential Controversies and Actions to Address**

Issue	Actions to Address
<p>Aesthetic impacts associated with the height and location of the interchange structure as well as lighting impacts</p>	<p>Interchange Structure: Incorporation of design features to soften the visual appearance of the structure including landscaping and other aesthetic treatments.</p> <p>Lighting: Photometric study will be conducted and lighting types and shading methods shall be incorporated to reduce lighting impacts, including hooded lighting.</p> <p>See Sections 2.1.9 and 3.2.5 for additional details.</p>
<p>Construction and operational air quality impacts</p>	<p>No federal air quality standards will be exceeded by the project and the result of the interagency consultation on particulate matter was that the project is not a project of air quality concern. However, the City has conducted analyses above and beyond those required and has included a list of measures to further reduce construction and operational emissions, including fuel and equipment restrictions during construction.</p> <p>See Sections 2.2.5 and 3.2.11 for additional details.</p>
<p>Bicycle and pedestrian access and associated effects to the Gold River Community associated with the optional bicycle/pedestrian path connection</p>	<p>The bicycle and pedestrian access to the Gold River Community was considered as a design option. After working with all interested parties, the City decided to take the bicycle/pedestrian path out of the project.</p>
<p>Biological resource impacts from project construction</p>	<p>Three endangered species have the potential to be impacted by the project—vernal pool fairy shrimp (<i>Branchinecta lynchi</i>), vernal pool tadpole shrimp (<i>Lepidurus packardii</i>), and valley elderberry longhorn beetle (VELB, <i>Desmocerus californicus dimorphus</i>). Section 7 consultation for the Westborough Development, which encompasses the proposed project, has resulted in a finding of not likely to adversely affect for the vernal pool fairy shrimp and vernal pool tadpole shrimp and likely to adversely affect for VELB. During the development of alignments for Rancho Cordova Parkway, avoidance of these species and their habitats were taken into consideration. However, the distribution of these biological resources across the project study area made it impossible to completely avoid impacting vernal pools and VELB.</p>

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Summary

	<p>Numerous measures have been included to offset impacts to endangered and other sensitive biological resources, including but not limited to construction work windows, replantings, and the purchase of mitigation banking credits.</p> <p>See Sections 2.3 and 3.2.13 to 3.2.17 for additional information.</p>
<p>Geologic and soil stability of the project site associated with historic gold dredging activities</p>	<p>During studies for the proposed project, no impacts to geologic and soil stability as a result of historic gold-dredging activities were identified. There is some potential for encountering expansive soils that may affect the stability of the project site, but measures including soil mixing and replacement would address any potential concerns.</p> <p>See Sections 2.2.3 and 3.2.9 for additional information.</p>
<p>Hazardous materials associated with the truck transportation of hazardous materials using the interchange as well as potential soil contamination</p>	<p>The transportation of hazardous materials is subject to strict regulation at the federal, state, and local levels. Hazardous material hauling and emergency spill response is carefully handled within Caltrans facilities in accordance with the <i>Caltrans Maintenance Manual</i> Chapter 5. In addition to its regular maintenance crews, Caltrans maintains on-call contracts with pre-qualified clean-up contractors so that any spills on Caltrans facilities can be responded to as soon as possible. The City also has established policies and procedures in place for hazardous materials; these are set forth in Section 4.4 of the City's General Plan EIR. Both the City and Caltrans also participate in the Standardized Emergency Management System.</p> <p>There is some potential for soils adjacent to U.S. 50 to be contaminated with aurally deposited lead (ADL). During final design of the project, additional testing will be conducted to determine whether the concentrations warrant remediation. If remediation is needed, construction shall not commence until the site has been remediated and cleared for construction.</p> <p>See Sections 2.2.4 and 3.2.10 for additional information.</p>
<p>Hydrology and water quality impacts from construction and operation, including groundwater impacts and existing groundwater contamination issues</p>	<p>TBD based on further discussions with Aerojet.</p>
<p>Land use associated with compatibility with adjacent land uses and adopted land use plans and policies</p>	<p>The proposed project is consistent with City's General Plan and the Sacramento Area Council of Government's (SACOG) MTP.</p>

Summary

	See Sections 2.1.1 and 3.2.1 for additional information.
Construction and operational noise impacts	<p>Construction Noise: Locate equipment and staging areas as far from residences as possible. Limit unnecessary idling of equipment. Limit construction activity to the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. weekends when construction is conducted within 100 feet of residences, i.e., the westbound on- and off-ramps (north side of U.S. 50), or during any pile-driving activities.</p> <p>Operational Noise: While there are receptors for which the future predicted noise levels require the consideration of noise abatement, the absolute increase in future predicted noise levels is 1-2 decibels; this change is imperceptible for most humans. The City is, however, proposing to build an 8-foot-high sound wall along the outside edge of shoulder of the westbound auxiliary lane, including the proposed ramps; this sound wall would be built with nonfederal (local) funds.</p> <p>See Sections 2.2.6 and 3.2.12 for additional information.</p>
Population growth inducement effects of the proposed project	<p>The proposed project would not result in a change in the location, rate, type, or amount of growth planned for under regional and local plans. The location and rate of future growth would continue to be controlled by the City's General Plan and land use planning agencies as guided by local land use plans. Growth approved and planned for the area is, in part, facilitated by the proposed project.</p> <p>See Section 2.1.3 for additional information.</p>
Construction and operational traffic impacts and related safety issues	<p>Construction: Substantial traffic delays are not anticipated during construction of this project due to the amount of work that would occur outside of the travel corridor. According to the recommendations in the Transportation Management Plan Data Sheet (April 2010) lane closures on U.S. 50 would be prohibited during peak and daytime hours and on holidays.</p> <p>Operational: Level of service (LOS) at the Rancho Cordova Parkway/eastbound U.S. 50 on-ramp would be unacceptable (LOS F) in the future year 2037 scenario. Changing the rate of the ramp metering is one option for reducing the queuing and congestion at this location. In general, average freeway speeds remain approximately the same or increase slightly with the project in future year scenarios.</p>

Summary

	See Sections 2.1.8 and 3.2.4 for additional information.
Consideration of additional alternatives, including alternatives associated with project configuration/design alternatives and transit alternatives	<p>During the development of the proposed project, numerous roadway, interchange, and transit alternatives were studied. In response to comments on the Notice of Preparation, a light rail-only alternative was examined but determined not to meet the purpose and need for the project; Rancho Cordova Parkway has been identified as a potential future corridor for bus rapid transit and/or light rail along Rancho Cordova Parkway.</p> <p>See Section 1.2.5.4 for additional information.</p>

During the scoping phase of the EIR and at public outreach and community advisory meetings, residents of the Eureka Village community and the larger Gold River Community expressed opposition to construction of the proposed bicycle/pedestrian connection to the Eureka Village neighborhood, primarily because the connection may introduce substantial numbers of additional bicyclists wishing to access the American River Parkway Trail into the local trails throughout Eureka Village and the Gold River Community that are not designed for heavy bicycle use (Eureka Village is shown on **Figure 2.1.1-1**). Residents in opposition expressed concern that these additional bicyclists and pedestrians would present an increased risk to neighborhood security, would result in insurance and legal liability to the Gold River Community Association, and would result in uses of local walking paths that are inconsistent with their designs. Furthermore, residents in opposition to the connection identified the potential for the public to use the Eureka Village streets for parking, if a light rail station is constructed in the future near the south side of the proposed interchange. They expressed concerns that commuters wishing to use the light rail station would park in Eureka Village and walk or bike across the Rancho Cordova Parkway Interchange bridge to the light rail station, as an alternative to crossing U.S. 50 on Sunrise Boulevard or Hazel Avenue and then driving on Folsom Boulevard to park at the light rail station.

Conversely, in individual communications to City staff, other residents of the Gold River Community and members of the Sacramento Area Bicycle Advocates expressed strong support for the bicycle/pedestrian connection, primarily because opportunities for bicycle and pedestrian connectivity would be increased throughout the area, and in particular across U.S. 50, where opportunities for bicycle and pedestrian crossings are limited. Local business owners also advocated for the bicycle/pedestrian connection because it would provide convenient, nonvehicular access for Eureka Village and Gold River Community residents to existing and planned retail centers and dining/entertainment venues south of U.S. 50.

After carefully and fully considering the comments and concerns of the Gold River residents as well as the Sacramento Area Bicycle advocates, the City has decided to drop the bicycle/pedestrian connection to the Eureka Village from the proposed project. The proposed project still includes bicycle lanes on the parkway with connections to the future trails within the Westborough Development and with Easton Valley Parkway.

Project Impacts

Table S-2 summarizes the results of the environmental studies, displaying the potential impacts for each alternative. Avoidance, minimization, and/or mitigation measures are

listed in **Appendix G**. CEQA-only impact determinations are provided in Chapter 3, “California Environmental Quality Act Evaluation.”

**Table S-2
Summary of Potential Impacts from Alternatives¹**

	EIR/EA Section	Alternative 3 (Proposed Project) Potential Impacts	No Build Alternative Potential Impacts
Land Use	2.1.1	Consistent with City’s General Plan and the Sacramento Area Council of Government’s (SACOG) MTP.	Regional development and growth assumptions would not be consistent with those in the City’s General Plan or the SACOG MTP.
Parks and Recreational Facilities	2.1.2	Construction: The project would temporarily affect access to two bicycle trails during construction. Long-Term: The project would not “use” recreational facilities during operation of the project.	No potential impacts.
Growth	2.1.3	Would accommodate the planned rate of growth in the area. The proposed project would not result in a change in the location, rate, type, or amount of growth planned under regional and local plans.	Inadequate levels of service (LOS) and severe traffic congestion that could constrain and/or displace growth.
Community Impacts	2.1.4	Would improve community connectivity and mobility through the area. Would not divide an established community.	May result in decrease in quality of life because of increased traffic congestion.
Relocations	2.1.5	Potential business relocation.	No potential impacts
Environmental Justice	2.1.6	No disproportionate impacts to minority or low-income populations.	No potential impacts.
Utilities/Emergency Services	2.1.7	Construction: Temporary delays to emergency vehicles along existing roadways. Long-term: Beneficial effects to traffic circulation over the No Build alternative.	Potential to obstruct or delay emergency vehicles due to worsening LOS and severe traffic congestion.
Traffic and Transportation/ Pedestrian and Bicycle Facilities	2.1.8	Construction: Temporary increases in traffic congestion during construction. Long-Term: Improvement over future No Build alternative in freeway operations and intersections, with the exception of unacceptable operation of Rancho Cordova Parkway/U.S. Highway 50 eastbound ramp intersection under 2037 conditions.	Inadequate LOS and severe traffic congestion.
Visual/Aesthetics	2.1.9	Construction: Temporary visual impacts associated with on-site storage of construction materials and debris, removal of vegetation, and other construction activities; nighttime “spillover” lighting and glare from construction and operation; removal of trees and other mature vegetation. Long-term: Visual impacts resulting from the interchange structure profile.	No potential impacts.

Summary

	E IR /E A Section	Alternative 3 (Proposed Project) Potential Impacts	No Build Alternative Potential Impacts
Cultural Resources	2.1.10	Potential for harm to undiscovered cultural resources.	No potential impacts.
Hydrology and Floodplain	2.2.1	May encounter groundwater during pile installation activities, and dewatering may be required during construction; however, this would not be expected to substantially impact groundwater supplies or groundwater recharge. Would result in minor changes in the hydrology of the immediate project area; no increase in flooding risk is anticipated. Would result in increase in impervious surface that is not anticipated to be of concern for groundwater recharge.	No potential effects.
Water Quality and Stormwater Runoff	2.2.2	Construction: Increased sedimentation and erosion from construction activities; disruption of groundwater monitoring activities on Aerojet property; contaminated groundwater and monitoring wells.	No potential impacts.
Geology/Soils/ Seismic/ Topography	2.2.3	Expansive soils would cause settlement.	No potential impacts.
Hazardous Waste/Materials	2.2.4	Construction: Exposure and disposal of PCBs; handling of hazardous materials during construction; potential to disturb previously unidentified contaminated soils during project construction.	No potential impacts.
Air Quality	2.2.5	Construction-related air pollutant emissions and air toxics.	No potential construction impacts; worsening traffic LOS would contribute to worsening air quality in and around the project area.
Noise	2.2.6	Construction-related and operational traffic noise.	No potential impacts.
Biological Environment	2.3	Indirect effects to natural communities within the project area; impacts to aquatic resources; indirect damage to trees identified for preservation during construction; impacts to native trees; degradation of habitat for midvalley fairy shrimp and other aquatic invertebrates; direct and indirect impacts to vernal pool and seasonal wetland habitat that supports special-status invertebrate species; construction effects to western spadefoot toad; construction effects to the northwestern pond turtle; western burrowing owls may be affected; during project construction, impacts to other raptor species; loss of active raptor nests impacts to nesting birds; indirect effects to vernal pool fairy shrimp and vernal pool tadpole shrimp habitat; effects to valley elderberry longhorn beetle (VELB); direct loss of a VELB through habitat (elderberry shrub) removal; disturbance of active Swainson's hawk nests; construction effects to Swainson's hawk nests; loss of Swainson's hawk foraging habitat.	No potential impacts.

Notes: 1. See Chapter 3 for CEQA significance determinations.

Coordination with Other Agencies

Table S-3 notes the permits, reviews, and approvals from other agencies that may be required for project construction:

**Table S-3
Required Permits, Reviews, and Approvals**

Agency	Permit/Approval
U.S. Army Corps of Engineers	404 Permit
U.S. Fish and Wildlife Service	Section 7 Consultation; Biological Opinion
U.S. Bureau of Reclamation	Encroachment Permit
Federal Highway Administration	Project-level Conformity Determination for Federal Air Quality Standards
State Water Resources Control Board and Regional Water Quality Control Board, Central Valley Region	Notice of Intent for coverage under the National Pollutant Discharge Elimination System permit and Stormwater Pollution Prevention Plan
California Department of Fish and Wildlife	Potential streambed alteration agreements and 2081 Take Permit for Threatened and Endangered Species
State Historic Preservation Office	Section 106 Coordination
California Department of Transportation (Caltrans)	Encroachment permit(s) required for work within Caltrans' right-of-way
County of Sacramento (County)	Approval of site development permits/plans in the project area within the County
	County right-of-way and property acquisition
City of Rancho Cordova (City)	City right-of-way and property acquisition
	Approval of site development permits/plans in the project area within the City