

PLACER PARKWAY CORRIDOR PRESERVATION – SPRTA BOARD WORKSHOP – February 27, 2008 ENVIRONMENTAL DOCUMENT APPROACHES SUMMARY

March 26, 2008 – UPDATE

CURRENT APPROACH --	PRO	CON	COST/TIMELINES
Continue Tier 1 -- Expanded Access/Buffer Analysis	Eliminates unselected corridors by identifying a single corridor to move forward for Tier 2 (construction-level) analysis in short term (by end of 2008). Removes other corridors from further consideration.	Provides opportunity, but no <u>certainty</u> , for potential future additional interchanges/buffer modifications.	Estimated completion – Dec. 2008 Estimated cost – within existing budget
	Provides disclosure and some foundation for future potential interchanges/buffer modifications.		(Tier 2 – 2012/2013 -- \$7.5 million; could be phased)
	Tier 2 (construction-level) environmental process streamlined by completing the Tier 1 EIS/EIR and maintaining continuity with Resource Agencies & Tier 1 modified NEPA/404 process.		
	Shortens timeline and reduces cost for Tier 2 (construction-level) environmental document.		
	Provides opportunity to phase the Tier 2 environmental document to allow construction to coincide with adjacent development		
OPTIONS	PRO	CON	NOTES
OPTION 1: Start-over -- Tier 2 (construction-level) EIR	<i>Provides <u>highest certainty</u> for potential future additional interchanges/buffer modifications -- if adopted.</i>	<i>Fails to identify a corridor to preserve in the short term. All five alternatives would have to be examined at a project-level analysis until the final document is completed, which will take up to 8 years.</i>	<i>Estimated completion -- 2015/2016 Estimated cost -- \$8 to 10 million</i>
		<i>Would eliminate the opportunity to phase construction to coincide with adjacent development.</i>	
		<i>Loses much of the technical and public outreach work to date</i>	
		<i>Higher cost than Current Approach, adding from \$500,000 to \$2.5 million more for a construction level document</i>	
		<i>Requires substantially more time than Current Approach, approximately three years longer for a construction level document.</i>	

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<u>OPTIONS</u>	<u>PRO</u>	<u>CON</u>	<u>NOTES</u>
OPTION 2: Continue Tier 1 -- Expanded Access/Buffer Chapter & Re-Circulate	Same as <u>Current Approach</u> – but adds fuller disclosure and stronger foundation for future potential interchanges/buffer modifications.	Same as <u>Current Approach</u> - but six months for additional documentation, analysis, and recirculation	Estimated completion – June 2009 Estimated cost – within existing budget
		Adds \$150,000 to \$200,000 in additional cost	(Tier 2 – 2012/2013 -- \$7.5 million; could be phased)
OPTION 3: Continue Tier 1 -- No Access/Buffer Analysis	Eliminates unselected corridors by identifying a single corridor to move forward for Tier 2 (construction-level) analysis in short term (by end of 2008). Removes other corridors from further consideration.	Same as <u>Current Approach</u> – but significantly reduces streamlining opportunities in Tier 2 (construction-level) environmental process by losing continuity with Resource Agencies & Tier 1 modified NEPA/404 process.	Estimated completion – Oct. 2008 Estimated cost – within existing budget
	Removes three months from <u>Current Approach</u> timelines.	Probable lack of Least Environmentally Damaging Practicable Alternative (LEDPA) designation in Tier 1 will require additional analysis in Tier 2 document	(Tier 2 – 2012/2013 -- \$8 million; could be phased)

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<u>OPTIONS</u>	<u>PRO</u>	<u>CON</u>	<u>NOTES</u>
OPTION 4: Start-over – Redefine ‘SPRTA’ EIS/EIR -- SR70/99 to Watt Ave. Extension with Corridor Alternatives 4 & 5	Same as Option 1 – provides highest certainty for potential future additional interchange/buffer modifications.	CEQA prohibits project ‘segmenting’ (chopping a project into smaller pieces). Western and Central Segments are a part of a regional connector.	Defers remainder of Tier 1/Tier 2 environmental reviews to occur concurrent with proposed specific plans.
	Eliminates potential conflicts with proposed specific plans. Developers, via environmental reviews/development agreements, provide ROW dedication and roadway construction	Same as Option 1 -- Fails to identify a corridor between the State highways in the short term. All five alternatives would have to be examined until the final document is completed, which will take up to 5 years.	Estimated completion Tier 1 – 2013 Estimated cost – \$4 million
	Shortens the ‘SPRTA’ analysis to Central and Western Segments.	Would require proposed specific plans to analyze off-site Parkway corridor alternatives until Tier 1 or Tier 2 is completed.	(Tier 2 – 2016/2017 -- \$5 million)
		Tier 2 concern with ‘Sunset Industrial Plan Area gap’ (SR 65 to Placer Ranch Specific Plan). Without Tier 1 corridor preservation, difficult to condition development proposals to protect future corridor.	
		Requires substantially more time and cost than Current Approach or Option 2.	
		Would require analysis of Watt Ave. extension.	
		Reduces streamlining opportunities in Tier 2 (construction-level) environmental process by losing continuity with Resource Agencies & the Tier 1 modified NEPA/404 process.	