
CHAPTER 5 MASTER RESPONSES

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Master Response TRAFF-1 (Comments Regarding Improvements to I-80)

Mitigation Measure (MM) 4.10-3(b) requires Phase 2 of the project to construct a fourth lane in each direction of I-80 beginning at the Pedrick Road interchange and extending east for approximately 0.5 miles. This would expand the existing six lane section to an eight lane section, and would conform with the existing eight lane section west of the Kidwell Road interchange. This improvement would be necessary to provide for acceptable traffic operations at the Pedrick Road interchange, and to mitigate the project's significant impact on this segment of I-80.

Several comments on the Draft EIR address the need for the project to pay its "fair share" toward improvements on I-80. MM 4.10-3(b) requires the project to construct the above described improvement, which is greater than a fair share contribution. As a way to explain this, consider that the proposed mitigation measure would add approximately one-lane mile to I-80. This would represent approximately five percent (5%) of the total lane-miles (about 18 miles) that would result from the widening of I-80 from six to eight lanes from Meridian Road to just west of Kidwell Road. Assuming existing traffic levels increased by two percent per year (consistent with historical data) through 2025, the project would contribute to about 18% of the total traffic growth over this segment of I-80. However, if traffic increased by 3.5% per year (as forecast by the City of Dixon Traffic Model and discussed in the Draft EIR cumulative analysis), then the project's contribution to total traffic growth would be about 10%. Although the project could make a direct contribution to cover its fair share, the lack of an established funding program to construct any improvements on this segment of I-80 means that there would be no assurances that the needed improvements would be made within a reasonable timeframe.

The City of Dixon is currently exploring the creation of a regional transportation impact fee program that could potentially help fund improvements to I-80, (including interchanges serving Dixon), SR 113, and the downtown multi-modal station. Given the magnitude of the costs associated with these improvements, the inter-regional function of I-80, and the limited amount of new development in the Dixon area for which the fees may be spread, it is reasonably certain that some levels of funding from other sources would be necessary to construct all needed improvements.

It should be noted that other prominent development projects in this portion of the I-80 corridor (for example, the proposed Lagoon Valley development (between Vacaville and Fairfield), UC Davis West Village community, and Covell Village (in Davis)) were not required to mitigate for the additional trips they were projected to add to I-80. Further, other special use regional attractions in the Sacramento area, such as Raley Field in West Sacramento (home of the AAA Rivercats) and Sleeptrain Amphitheater in Yuba County, were required to make little or no improvements to adjacent freeways or highways. In that context, the approach that is suggested in the Dixon Downs Draft EIR is a reasonable and rational approach to be considered by the City of Dixon.

Master Response TRAFF-2 (I-80/Pedrick Road Interchange Improvements)

MM 4.10-1(a) and (c) describe the needed improvements to the I-80/Pedrick Road interchange to mitigate the significant impacts of Phases 1 and 2 of the Dixon Downs project. The Draft EIR acknowledges that the improvements, as currently described, do not fully consider potential civil engineering and right-of-way constraints, which could affect the design. However, a preliminary evaluation indicated that they appear technically feasible. The Draft EIR states that the need for improving this interchange was identified in the *NQSP EIR* (1994). The recommended improvements are consistent with those identified in the *I-80/680/780 Major Investment and Corridor Study* (2004), which was adopted by the STA Board in July 2004.

This mitigation measure meets CEQA's definition of feasible (i.e., capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors). EIR's routinely include mitigation measures on the state highway system without engaging in Caltrans' formal project development process, which can take an extended period of time. Given these considerations, this improvement is considered feasible, and not speculative.

The City's CIP currently includes approximately \$2.5 million to cover engineering studies and design and some of the construction cost. Since the cost was estimated in the *I-80/680/780 Major Investment and Corridor Study* (2004) to be approximately \$20 million, additional funding would be necessary. The City is considering the creation of a regional transportation impact fee program. If implemented, this program could generate additional revenues from new development for interchange reconstruction. Since the need to improve the interchange would be the result of the proposed project, the project would have an instrumental role in financing the improvement. Potential financing arrangements include advanced-funding a portion of the cost, paying with revenues obtained from Phases 1 and 2 of the project, and/or establishing a community assessment district with adjacent property owners who would also benefit from the interchange's construction. The precise funding mechanisms and timing of improvements would be determined as part of the development agreement between the applicant and the City.

A Project Study Report (PSR) for the Pedrick Road interchange is scheduled to begin in 2006-2007 according to the City's CIP. The PSR will be conducted in coordination with Caltrans and other affected agencies. It will evaluate initial and ultimate interchange improvement alternatives including right-of-way requirements, improvements needed on I-80, and estimated costs.

Master Response TRAFF-3 (Vaughn Road Closure and Vaughn-Pedrick Connector)

The Proposed Project would not close Vaughn Road (west of Pedrick Road) across the railroad tracks. This closure, if it occurs, would be implemented in conjunction with construction of the Vaughn Road-Pedrick Road connector, which would not be necessary with the project, but would be required to accommodate traffic from buildout of the NQSP. Figure 4.10-11 provides an illustration of the recommended temporary access (before the connector is constructed) and future access (after the connector is constructed) to the southeastern portion of the project site. More detailed studies of the connector road would be necessary to identify its alignment, cross-section, traffic control, and access to adjacent properties. These studies would also include an evaluation of options for preserving the Davis-Dixon Bicycle Route within the study area.