

# CHAPTER 16 – PUBLIC SERVICES

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## INTRODUCTION

This chapter describes the environmental setting (existing conditions and regulatory setting) for the public services (police, fire protection, emergency services, schools, libraries, hospitals and others) that serve the MTP Plan Area. This chapter also presents the federal, state, and local policies and regulations that determine mitigation requirements and identifies impacts on public services that may result from implementation of the proposed MTP 2035 projects, and mitigation measures to reduce these impacts where necessary.

The study area consists of transportation routes, including highways, rail alignments, bicycle trails, state routes, roads, and Caltrans right-of-way in the MTP Plan Area.

## SETTING

### Environmental Setting

Fire, law enforcement, and medical services are provided by a number of agencies throughout the metropolitan area. Law enforcement is generally provided by city police and county sheriffs, with the exception of the California Highway Patrol. Although some cities - most notably the City of Sacramento - have started their own ambulance services, many cities and counties contract ambulance services to private companies.

### Fire Protection Services

Fire suppression is the responsibility of various fire districts, which often also employ paramedics for emergency medical services. County fire departments provides fire prevention/suppression and emergency services to the unincorporated areas of counties as well as those municipalities that contract with counties for fire protection. City fire departments are more prevalent among older and/or larger municipalities.

#### *State Fire Protection Services*

The California Department of Forestry and Fire Protection (CDF) provides response to all wildland fires within many of the unincorporated rural areas of the Sacramento Region. The CDF is also called to assist with emergencies which require more effort than the local City/County emergency responders can handle. Because of the Department's size and major incident management experience, CDF is often asked to assist or take the lead in disasters, such as floods, toxic spills, earthquakes, and major urban and rural fires. Within the Sacramento Region the CDF operates 20 fire stations – 14, 5, and 1 in Placer, El Dorado, and Yolo Counties respectively – and 1 conservation camp in El Dorado County.

#### *Local Fire Protection Services*

The varied topographic features, environmental settings, and demographics of the Sacramento Region require fire protection personnel to respond to various types of emergencies in rural, suburban and urban settings. The wide diversity of emergency incidents require firefighters to be proficient in wildland fire fighting, structural fire fighting, crash fire rescue, technical rescue, swift water rescue, hazardous material mitigation, and paramedic medical services. The following is a list of local fire protection districts/departments throughout the Sacramento Region.

Unincorporated El Dorado County:

- Cameron Park/CDF Fire Department
- Diamond Springs-El Dorado Fire Protection District
- El Dorado County Fire Protection District
- El Dorado Hills Fire Department
- Garden Valley Fire Protection District
- Georgetown Fire Protection District
- Latrobe Fire Protection District
- Mosquito Fire Protection District
- Pioneer Fire Protection District
- Rescue Fire Protection District
- Shingle Springs Rancheria Fire Department

Unincorporated Placer County:

- Alta Volunteer Fire Protection District
- Dry Creek Volunteer Fire Protection District
- Foresthill Fire Protection District
- Newcastle Fire Protection District
- Penryn Fire Protection District
- Placer Hills Fire Protection District
- South Placer Fire Protection District

Incorporated Placer County:

- Auburn City Fire Department
- Colfax City Volunteer Fire Department
- Lincoln Fire Department
- Loomis Fire Protection District
- Rocklin Fire Department
- Roseville Fire Department

Unincorporated Sacramento County:

- Courtland Fire Protection District
- Delta Fire Protection District
- Folsom State Prison Fire Department
- Herald Fire Protection District
- Sacramento Co. Airport System Fire Department
- Sacramento Metropolitan Fire District Provides service to:
  - Unincorporated Sacramento County
  - City of Rancho Cordova
  - City of Citrus Heights
  - Portions of Unincorporated Placer County
- Walnut Grove Fire Protection District
- Wilton Fire Protection District

Incorporated Sacramento County:

- Elk Grove Community Services District Fire Department
- Folsom City Fire Department
- Galt Fire Protection District

- Isleton Fire Protection District
- Sacramento Fire Department

Unincorporated Sutter County:

- East Nicolaus Fire Department
- Meridian Fire Department
- Pleasant Grove Fire Department
- Sutter County Fire Department

Incorporated Sutter County:

- Yuba City Fire Department
- Live Oak Fire Department

Unincorporated Yolo County:

- Capay Valley Fire Protection District
- Clarksburg Fire Protection District
- Dunnigan Fire Protection District
- Elkhorn Volunteer Fire Department
- Esparto Fire Protection District
- Knights Landing Volunteer Fire Department
- Madison Fire Protection District
- Rumsey Rancheria Fire Department
- UC Davis Fire Department
- West Plainfield Fire Protection District
- Willow Oak Fire Protection District
- Yolo Fire Protection District
- Zamora Fire Protection District

Incorporated Yolo County:

- Davis Fire Department
- West Sacramento Fire Department
- Winters Fire Department
- Woodland Fire Department

Unincorporated Yuba County:

- Camptonville Volunteer Fire Department
- Dobbins-Oregon House Fire Protection District
- Foothill Volunteer Fire Department
- Linda Fire Department
- Loma Rica-Browns Valley Comm. Services District
- Olivehurst Public Utility District
- Plumas-Brophy Fire Protection District
- Smartsville Fire Protection District

Incorporated Yuba County:

- Marysville Fire Department
- Wheatland Fire Department

## **Police Protection Services**

### ***State Police Protection***

California Highway Patrol (CHP): The CHP service area is along the state route and interstate highway system that dissects through the SACOG region. The CHP cooperates with both county and city police departments when the need arises.

### ***Local Police Protection***

Each of the six counties within the SACOG region has its own county sheriff's department which is responsible for providing police protection within the unincorporated areas of counties as well as those incorporated cities that contract with a county sheriff to protect their city. The county sheriff serves their citizens by offering an established police force to protect the jurisdictions and the surrounding communities as they grow. Only the City of Colfax and the Town of Loomis contract their law enforcement needs through the Placer County Sheriff's Department. All other incorporated cities within the MTP Plan area employ their own city police departments. Likewise the University of California at Davis and Sacramento State University have their own police departments to respond to incidents and emergencies on campus.

## **Hospitals**

The Sacramento Region is served by the following major hospitals and health services providers which have multiple locations through the region:

- University of California, Davis (UC Davis) Medical Center
- UC Davis Children Hospital
- Sutter Hospitals
- Mercy General Hospital
- Kaiser Permanent
- Shriners Hospitals for Children Northern California
- Methodist Hospital of Sacramento
- VA Northern California Health Care System
- Woodland Memorial Hospital
- Yolo General Hospital
- Marshall Medical Center, Hospital campus (Placerville)
- Rideout Memorial Hospital (Marysville)

Locations of police, fire, and hospital facilities are shown on Figure 16-1.

## **Schools**

Each of the jurisdictions within the Sacramento Region provide public education facilities and services to its citizens including elementary, middle, and secondary schools, post-secondary, and colleges/university as well as special education and adult schools. There are more than 700 elementary, middle, and secondary schools, post-secondary, and colleges/university as well as special education and adult schools within the MTP Plan Area, as shown in Figure 16-2. Table 16 -1 lists the school districts serving each of the six SACOG counties and the number of each type of school within that district.

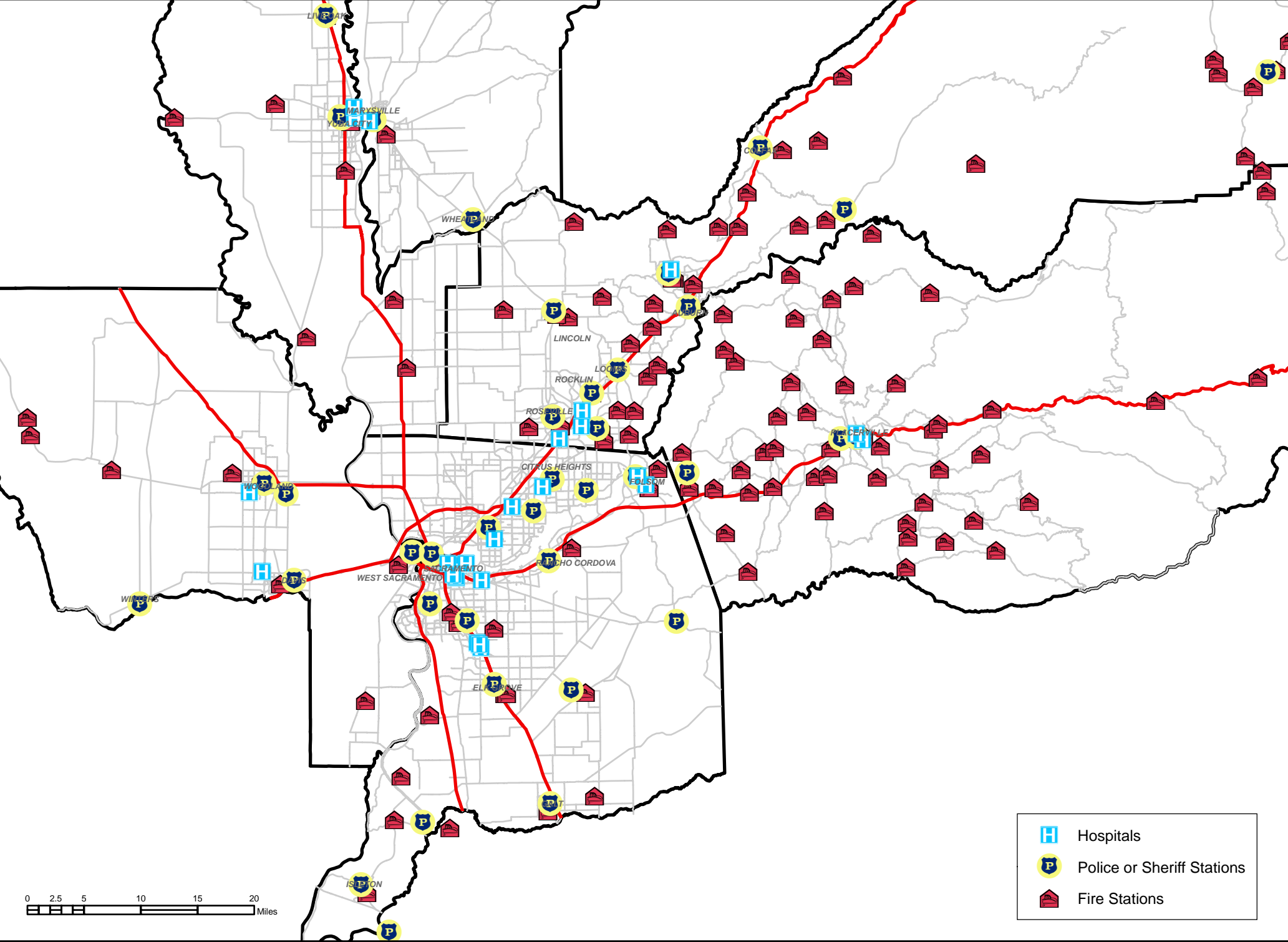


Figure 16-1 : Police, Fire and Hospitals in MTP Plan Area



**Table 16 – 1. School Districts Serving the SACOG Region**

County	School District	Number of Schools of Each Type			
		Elementary	Middle/Jr. High	Secondary	College/ Post-Secondary Adult
<b>El Dorado</b>					
	Black Oak Mine Unified	4		3	
	Buckeye Union	6	2		
	Camino Union	1			
	Trade Schools of El Dorado County			1	
	El Dorado Union High	10			1
	Gold Oak Union	2	1		
	Gold Trail Union	2			
	Indian Diggings	1			
	Latrobe	2			
	Mother Lode Union	2	1		
	Pioneer Union	2	1		
	Placerville Union	3	1		
	Pollock Pines	1	1		
	Rescue Union	5	2		
	Silver Fork	1			
	Los Rios Community College				1
<b>Placer</b>					
	Ackerman Elementary	1			
	Alta Dutch Flat	2			
	Auburn Union Elementary	4	1		
	Colfax Elementary	2			
	Dry Creek Joint Elementary	6	2		
	Eureka Union	7	2		
	Foresthill Union	1	1		
	Loomis Union	5			
	Newcastle Elementary	1			
	Ophir Elementary	1			
	Placer Hills Union	2	1		
	Placer Union High			6	1
	Rocklin Academy	1			
	Rocklin Unified	10	2	3	1
	Roseville City	13	3		
	Roseville Joint Union High			9	
	Western Placer Unified	5	1	2	
	Sierra Joint Community College				2
	William Jessup University				1
	Heald College				1
<b>Sacramento</b>					
	Arcohe Union	1			
	Center Unified	4	2	4	

County	School District	Number of Schools of Each Type			
		Elementary	Middle/Jr. High	Secondary	College/ Post-Secondary Adult
	Del Paso Heights	5			
	Elk Grove Unified	39	9	14	2
	Elverta Joint	1	1		
	Folsom Cordova Unified	22	4	5	1
	Galt Joint Union	5	2		
	Galt Joint Union High			3	1
	Grant Joint Union High		7	10	4
	Natomas Unified	9	2	5	
	North Sacramento	10			
	Rio Linda Union	25	3		
	River Delta Unified	4	2	4	1
	Robla	5			
	Sacramento City Unified	67	10	14	5
	San Juan Unified	48	9	15	4
	Los Rios Community College				5
	MTI College				1
	California State University, Sacramento				1
	University of the Pacific				
	McGeorge School of Law				1
	Heald College				1
	Kaplan–Maric College				1
	ITT Technical Institute				1
	University of Phoenix				1
	Western Career College				1
	San Joaquin Valley College				1
<b>Sutter</b>					
	Live Oak Unified	2	1	2	
	Yuba City Unified	11	2	3	
	Brittan Elementary	1			
	Nuestro Elementary	1			
	Meridian Elementary	1			
	Franklin Elementary	1			
	Winship-Robbins Elementary	2			
	Browns Elementary	1			
	Marcum-Illinois Elementary	1			
	Pleasant Grove Elementary	1			
	Sutter County High			1	
	Sutter Union High			1	
	East Nicolaus High			1	
<b>Yolo</b>					
	Davis Joint Unified	10	3	3	
	Esparto Unified	1	1	2	
	Washington Unified	8	1	2	
	Winters Joint Unified	2	1	2	

County	School District	Number of Schools of Each Type				
		Elementary	Middle/Jr. High	Secondary	College/ Post-Secondary	Adult
	Woodland Joint Unified	12	2	3		
	Los Rios Community College					1
	Yuba Community College					1
	University of California at Davis					1
	<b>Yuba</b>					
	Camptonville	1				
	Marysville Joint Unified	13	4	5		
	Plumas	3				
	Wheatland Elementary	4	1			
	Wheatland Union High				1	
	Yuba Community College District					1

## Libraries

Public libraries serve their communities by providing access to collections and content of broadly based materials of interest, and benefit to all ages and abilities reflecting community needs, wants and use. Table 16 -2 is an inventory of existing library facilities within the SACOG region.

**Table 16 -2 Public Libraries within the SACOG Region**

County	Community
<b>El Dorado County</b>	Placerville
	Cameron Park
	El Dorado Hills
	Georgetown
	Pollock Pines
<b>Placer County</b>	Applegate
	Auburn
	Colfax
	Foresthill
	Granite Bay
	Loomis
	Meadow Vista
	Penryn
	Rocklin
<b>Sacramento County</b>	Arcade
	Arden-Dimick

<b>County</b>	<b>Community</b>
	Carmichael Downtown Sacramento Colonial Heights Belle Cooleage (Land Park) Courtland Del Paso Heights Elk Grove Fair Oaks Folsom Franklin Galt Isleton Martin Luther King, Jr.(So. Sacramento) McClatchy McKinley North Highlands-Antelope North Natomas North Sacramento-Hagginwood Orangevale Rancho Cordova Rio Linda South Natomas Southgate Sylvan Oaks (Citrus Heights) Valley Hi-North Laguna Walnut Grove
<b>Sutter County</b>	Main Branch (Yuba City) Barber Branch (Live Oak) Browns Branch (Rio Oso) Pleasant Grove Sutter
<b>Yolo County</b>	Clarksburg Davis Esparto Knights Landing Arthur F. Turner Branch Library (W. Sacramento)

County	Community
	Winters Yolo Woodland
Yuba County	Marysville

## Parks

The locations of park facilities are shown on Figure 16-2, and are discussed in detail in Chapter 17, Recreation.

## REGULATORY SETTING

### Local Regulations

The goals and policies of the regarding the public services discussed in this chapter can be found in the county general plans listed below in Table 16 - 3.

## IMPACTS AND MITIGATION MEASURES

### Methods and Assumptions

This analysis evaluates those public services most likely to be affected by the construction and implementation of the various types of projects identified in the MTP for 2035.

Project implementation agencies shall evaluate the impacts on police, fire, and medical services and school, library, and park facilities in the SACOG Region as part of project specific environmental review. For any identified impacts, appropriate mitigation measures should be identified. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures. SACOG shall be provided with documentation of compliance with mitigation measures.

### Criteria for Determining Significance

The following significance criteria were used to determine potentially significant impacts to public services resulting from the MTP for 2035. Significant adverse impacts to public services would occur if the MTP for 2035 would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or
- The need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objective for any of the following public services:
  - Fire protection
  - Police protection

- Schools
- Parks
- Other public facilities

## **Environmental Impacts of the Proposed Project**

This section describes potential impacts on public services that could result from the MTP 2035. Some projects within the MTP 2035 could significantly affect public services. However, prior to final approval of each project considered in the MTP 2035, the implementing agency will conduct the appropriate project-specific environmental review.

### **Impact PS - 1: Construction and implementation of the projects included in the MTP for 2035 could affect the level of police, fire, and medical services and could limit access to schools, libraries and parks within the MTP Plan Area**

Depending upon the timing, location, and duration of construction activities, several of the proposed projects could delay emergency vehicle response times or otherwise disrupt delivery of emergency services. By closing off one or more lanes of a roadway in the SACOG region, emergency routes would be impaired. The closure of these lanes could potentially cause traffic delays and ultimately prevent access to calls for service. Likewise construction activities or lane closures could limit access to schools, libraries, and parks. While these impacts would be temporary in nature, they could be potentially significant.

There is the potential need for increased police, fire, and medical services at the construction sites of MTP for 2035 projects for security and safety purposes. However, construction sites are typically secured and have security onsite. The impact of the construction sites themselves on police, fire and emergency medical services is anticipated to be short-term in nature and less-than-significant.

There are several types of projects included within the MTP for 2035 that, upon completion, would require different levels of police, fire, and medical services. Projects involving new roadways are anticipated to require police, fire, and emergency medical services for safety purposes. Transit-related projects would, in many cases, involve the construction of transit stations. These transit stations, upon completion, would require police, fire, and emergency medical services. In some cases, like Regional Transit that has its own police entity, the governing transit authority provides security. Additionally, the increased use of transit modes of transportation, such as buses and trains, would involve an increased need for police, fire, and emergency medical services for protection and rescue services.

Rail projects, other than transit stations, are anticipated to require minimal amounts of additional fire, police, and emergency medical services for safety purposes. The improvement and the increased usage of non-motorized transportation methods, such as bike routes, are anticipated to require minimal amounts of additional police, fire, and emergency medical services. If restrooms or drinking fountains are incorporated into non-motorized transportation projects, these uses would require a minimal amount of police, fire, and emergency medical for security and safety.

Throughout the SACOG region, public service providers have historically accommodated increases in demand. For the most part, the MTP for 2035 projects would not generate a substantial need for additional police, fire, and emergency medical services. Only new facilities could require potentially significant levels of police, fire, and medical services. Fire and medical

**Table 16 – 3. General Plan Policy Sections**

<b>Document</b>	<b>Police</b>	<b>Fire</b>	<b>Schools</b>	<b>Libraries</b>	<b>Hospitals/ Medical Emergency</b>
El Dorado County General Plan	▪ Public Services & Utilities Element	▪ Public Services & Utilities Element ▪ Public Health, Safety & Noise Element ▪ Public Facilities & Services Element	▪ Public Services & Utilities Element	▪ Public Services & Utilities Element	▪ Public Services & Utilities Element
Placer County General Plan	▪ Public Facilities & Services Element	▪ Health & Safety Element ▪ Safety Element ▪ Public Facilities Element	▪ Public Facilities & Services Element	▪ Public Facilities & Services Element	NA
Sacramento County General Plan	▪ Public Facilities Element	▪ Public Facilities Element	▪ Public Facilities Element	▪ Public Facilities Element	NA
Sutter County General Plan	▪ Public Facilities & Services Element	▪ Public Facilities & Services Element ▪ Safety & Seismic Safety Policies Section	▪ Public Facilities & Services Element	NA	NA
Yolo County General Plan	NA	▪ Infrastructure & Public Services Section of the Land Use Element	NA	NA	NA
Yuba County General Plan	▪ Infrastructure & Public Services Section of the Land Use Element Safety Element	▪ Safety Element	NA	NA	NA

services are anticipated to be sufficient in their local jurisdictions to handle the increase in demand generated by facilities like transit stations. Any new transit police staff or facility that would be deemed necessary (by the project level CEQA documentation) will need to be funded by the appropriate transit authority, if necessary. Based on the demand for public services for similar projects and on the current capacities of existing fire, police, and medical services, the total projected demand for each of these types of projects is not anticipated to be significant.

As discussed in the Population and Housing section of this Draft EIR, population in the SACOG region will increase significantly over the next 28 years with or without the MTP for 2035. If population increases to a greater extent with the MTP for 2035 than conditions without the MTP for 2035, police, fire, and medical services could experience a corresponding increase in demand as a result of the MTP for 2035. Depending on the amount of increase in population, the increase in the demand for these services has the potential to be a significant impact in those specific areas. However, any construction resulting from the MTP for 2035 within the SACOG region will be subject to further environmental review.

Based upon the general planning nature of the MTP 2035, development of detailed, site-specific information on this impact at the program level is not feasible. As a result, SACOG does not have sufficient reliable data to permit preparation of a meaningful and accurate report on the impact and no significance determination can be reasonably made. The implementing agency will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment. The following mitigation measures could be used by implementing agencies to address potential impacts during project-level review:

**Mitigation Measure PS - 1: Ensure that road and railroad encroachment permits are obtained and that traffic control plans are prepared and implemented**

Ensure that prior to construction all necessary local and state road and railroad encroachment permits are obtained. Comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:

- Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow and provide adequate access to schools, libraries, parks and other public facilities.
- Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
- Scheduling of truck trips outside of peak morning and evening commute hours.
- Limiting of lane closures during peak hours to the extent possible.
- Usage of haul routes minimizing truck traffic on local roadways to the extent possible.

- Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, schools and parks. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions shall be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
- Storage of construction materials only in designated areas.
- Coordination with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.

Require police protection, fire service, and emergency medical service shall coordinate with the local service providers to ensure that the existing public services would be able to handle the increase in demand for their services. If the current levels of services at the project site are found to be inadequate, infrastructure improvements and personnel requirements for the appropriate public service shall be identified in each project's CEQA documentation.

**Impact PS - 2: The MTP for 2035 would result in the need for, or the expansion of schools, libraries and parks**

The proposed MTP 2035 project would help to accommodate planned growth in the Sacramento Region. However, the projects within the MTP for 2035 would not directly result in an increase in population that would substantially increase the demand for schools, parks and recreation, and libraries. Rather, the development that is planned by local jurisdictions, and which creates the need for many of the MTP for 2035 improvement projects, would also be responsible for the direct contributions in population growth that could result in the need for additional school, recreation, and library facilities. These development projects would be required to undergo environmental review and mitigate any potential impacts if and when they are constructed. Pursuant to Government Code 65974, which provides limits on school impact mitigation, if development is paying the required school impact fees, and the school district is availing itself of state bond money, then payment of the school impact fees constitutes full mitigation for school impacts. Because local impact fees would be paid by developers, the MTP for 2035 will not have an impact on school facilities. Impacts on schools resulting from the road, bridge, non-motorized and transit improvement projects are therefore considered less than significant, and no mitigation is required.

**Impact PS – 3: Roadway congestion could affect response times and access for emergency fire, police and ambulance services**

The proposed MTP 2035 project includes improvements to arterial streets, such as new expressways and parkways, new or widened bridges, new auxiliary and carpool lanes, and

extensions of carpool lanes. These roadway improvements could lead to increased roadway traffic and congestion, which has the potential to adversely affect the ability of emergency service vehicles to move through the flow of traffic in a timely manner. However, as discussed in Chapter 18, *Transportation*, the historic growth rate of vehicle miles traveled (VMT) per household will actually decline as a result of the implementation of the proposed MTP 2035 project and the rates of transit and non-motorized travel will increase within the MTP Plan Area. Therefore, emergency response times would not significantly increase. This impact would be considered less than significant. No mitigation is required.