



# DRAFT ENVIRONMENTAL IMPACT REPORT

(SCH # 2019060004)

FOR THE

## 2040 PLACER COUNTY REGIONAL TRANSPORTATION PLAN

AUGUST 28, 2019

*Prepared for:*

Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4032

*Prepared by:*

De Novo Planning Group  
1020 Suncoast Lane, Suite 106  
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(916) 580-9818

D e N o v o P l a n n i n g G r o u p

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A Land Use Planning, Design, and Environmental Firm





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<b>Chapters</b>	<b>Page Numbers</b>
Executive Summary.....	ES-1
1.0 Introduction .....	1.0-1
1.1 Placer County Transportation Planning Agency .....	1.0-1
1.2 Planning Framework .....	1.0-1
1.3 Purpose of the EIR .....	1.0-3
1.4 Type of EIR .....	1.0-4
1.5 Intended Uses of the EIR.....	1.0-4
1.6 Known Responsible and Trustee Agencies .....	1.0-5
1.7 Environmental Review Process.....	1.0-5
1.8 Organization and Scope .....	1.0-6
1.9 Comments Received on the Notice of Preparation .....	1.0-8
2.0 Project Description .....	2.0-1
2.1 Project Location.....	2.0-1
2.2 Project Goals and Objectives.....	2.0-1
2.3 Project Description.....	2.0-4
2.4 Uses of the EIR and Required Agency Approvals.....	2.0-51
3.1 Aesthetics.....	3.1-1
3.1.1 Environmental Setting .....	3.1-1
3.1.2 Regulatory Setting .....	3.1-5
3.1.3 Impacts and Mitigation Measures .....	3.1-7
3.2 Agricultural Resources .....	3.2-1
3.2.1 Environmental Setting .....	3.2-1
3.2.2 Regulatory Setting .....	3.2-4
3.2.3 Impacts and Mitigation Measures .....	3.2-8
3.3 Air Quality .....	3.3-1
3.3.1 Environmental Setting .....	3.3-1
3.3.2 Regulatory Setting .....	3.3-12
3.3.3 Impacts and Mitigation Measures .....	3.3-18
3.4 Cultural and Tribal Resources .....	3.4-1
3.4.1 Environmental Setting .....	3.4-1
3.4.2 Regulatory Setting .....	3.4-6
3.4.3 Impacts and Mitigation Measures .....	3.4-9
3.5 Greenhouse Gases and Climate Change.....	3.5-1

3.5.1 Environmental Setting ..... 3.5-1

3.5.2 Regulatory Setting..... 3.5-7

3.5.3 Impacts and Mitigation Measures ..... 3.5-19

3.6 Land Use and Population ..... 3.6-1

    3.6.1 Environmental Setting ..... 3.6-1

    3.6.2 Regulatory Setting..... 3.6-3

    3.6.3 Impacts and Mitigation Measures ..... 3.6-6

3.7 Transportation and Circulation ..... 3.7-1

    3.7.1 Environmental Setting ..... 3.7-1

    3.7.2 Regulatory Setting..... 3.7-11

    3.7.3 Impacts and Mitigation Measures ..... 3.7-14

4.0 Other CEQA-Required Topics ..... 4.0-1

    4.1 Cumulative Setting and Impact Analysis..... 4.0-1

    4.2 Growth-Inducing Effects ..... 4.0-7

    4.3 Significant Irreversible Effects ..... 4.0-10

    4.4 Significant and Unavoidable Impacts..... 4.0-11

5.0 Alternatives to the Proposed Project..... 5.0-1

    5.1 CEQA Requirements..... 5.0-1

    5.2 Alternatives Considered in this EIR..... 5.0-2

    5.3 Environmental Analysis..... 5.0-4

6.0 Report Preparers..... 6.0-1

7.0 References ..... 7.0-1

<b>Tables</b>	<b>Page Numbers</b>
Table ES-1: Comparison Summary of Alternatives to the Proposed Project .....	ES-3
Table ES-2: Project Impacts and Proposed Mitigation Measures .....	ES-5
Table 2.3-1: Financially Constrained Projects Summary (Tier 1) .....	2.0-7
Table 2.3-2: Financially Unconstrained Projects Summary (Tier 2) .....	2.0-42
Table 3.1-1: Placer County Eligible State Scenic Highways – Not Officially Designated .....	3.1-4
Table 3.2-1: Summary Top Five Crops in Placer County in 2017 by Value .....	3.2-2
Table 3.2-2: Placer County Farmlands and Other Lands by Land Use Category.....	3.2-3
Table 3.2-3: Total Reported Enrollment Farmland Security Zone & Land Conservation Act ....	3.2-5
Table 3.3-1: Federal and State Ambient Air Quality Standards .....	3.3-8
Table 3.3-2: State and National Attainment Status (Placer County within the MCAB) .....	3.3-10
Table 3.3-3: Table 3.3-3: State and National Attainment Status (Placer County within the SVAB) .....	3.3-10

Table 3.3-4: Ambient Air Quality Monitoring Data (Auburn-11645 Atwood Road) ..... 3.3-11

Table 3.3-5: Ambient Air Quality Monitoring Data (Colfax-City Hall) ..... 3.3-11

Table 3.3-6: Ambient Air Quality Monitoring Data (Lincoln-1445 1<sup>st</sup> Street) ..... 3.3-11

Table 3.3-7: Ambient Air Quality Monitoring Data (Roseville-N Sunrise Boulevard) ..... 3.3-12

Table 3.3-8: Ambient Air Quality Monitoring Data (Tahoe City-221 Fairway Drive) ..... 3.3-12

Table 3.3-9: Emission Estimates (Tons per Day) ..... 3.3-21

Table 3.5-1: EMFAC Estimates for Placer County and the SACOG..... 3.5-21

Table 3.5-2: VMT Estimates for Placer County and the SACOG Region..... 3.5-21

Table 3.5-3: Placer County Vehicle Fuel Consumption (Thousand Gallons per Day) ..... 3.5-21

Table 3.5-4: Placer County GHG Emission Estimates (Tons per Day) ..... 3.5-22

Table 3.5-5: Placer County Transportation-related Per Capita GHG Emission Estimates ..... 3.7-22

Table 3.7-1: PCTPA RTP Tier 1 Program Summary..... 3.7-15

Table 3.7-2: Placer County Growth Projections..... 3.7-15

Table 3.7-3: Projected Placer County Annual Vehicle Miles Traveled (VMT) ..... 3.7-16

Table 3.7-4: Placer County Vehicle Miles Traveled Per Capita ..... 3.7-16

Table 3.7-5: Placer County Vehicle Hours of Delay (VHD) ..... 3.7-16

Table 3.7-6: Placer County Lane Miles..... 3.7-17

Table 3.7-7: Placer County Bikeway Facilities Miles ..... 3.7-17

Table 3.7-8: Placer County Weekday Congested VMT ..... 3.7-18

Table 3.7-9: Placer County Weekday Congested Lane Miles for Major Goods Movements  
Corridors ..... 3.7-19

Table 3.7-10: Placer County Average Travel Speed, Miles Per Hour ..... 3.7-19

Table 3.7-11: Placer County Peak Hour Excessive Delay ..... 3.7-20

Table 3.7-12: Placer County Peak Weekday Trips by Mode ..... 3.7-21

Table 3.7-13: Placer County Weekday Alternative Mode Trips Per Capita ..... 3.7-21

Table 3.7-14: Placer County Weekday Average Trip Length By Mode ..... 3.7-22

Table 3.7-13: Placer County Transit Coverage..... 3.7-22

Table 5.4-1: Comparison Summary of Alternatives ..... 5.0-11

**Figures**

**Page Numbers**

Note: Figures are located at the end of the chapters.

Figure 2.1-1 Regional Location ..... 2.0-53

Figure 3.2-1 Important Farmlands ..... 3.2-11

Figure 3.3-1 Air Basins Map ..... 3.2-29

Figure 3.6-1 Land Use Map ..... 3.6-11

**Appendices**

- Appendix A – Notice of Preparation and Initial Study/NOP Comment Letters
- Appendix B – Sacramento Area Council of Governments (SACOG) Traffic/Emissions Data for Air Quality and GHG Sections

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## INTRODUCTION

The Placer County Transportation Planning Agency (PCTPA) has determined that the 2040 Regional Transportation Plan is a "Project" within the definition of CEQA. CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

The EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR.

## PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the Placer County Transportation Planning Agency 2040 Regional Transportation Plan (RTP). The RTP has been prepared to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. More specifically, the RTP is a twenty-year, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail, and goods movement. PCTPA is required to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years. In addition, the RTP documents PCTPA's priorities for transportation funding in the region.

The RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies and quantifies regional needs expressed within both short and long-range planning horizons; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. It includes regionally significant multimodal projects that currently have funding in place or that are projected to have funding in the

future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained).

The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the fiscally constrained transportation investments described in the Action Element. It also identifies potential funding shortfalls and sources for the unconstrained project list.

## AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR addresses environmental impacts associated with the 2040 RTP that are known to PCTPA, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. This Draft EIR discusses potentially significant impacts associated with aesthetics, agricultural resources, air quality, cultural and tribal resources, greenhouse gas emissions, climate change, and energy, land use and population, and transportation and circulation. During the NOP process, comments were received from the Central Valley Regional Water Quality Control Board (CVRWQCB), and the Native American Heritage Commission (NAHC).

The CVRWQCB noted to be aware of potentially required permits and requirements for the proposed project. The Native American Heritage Commission (NAHC) provided guidance for and lists many of the requirements of AB 52 consultation. The comment requests AB 52 consultation, as necessary, to avoid any damaging effects to any tribal cultural resource, as feasible.

## ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. Since the primary objective of the 2040 RTP is to guide short- and long-term transportation improvements countywide, a discussion of alternative sites is not appropriate. The alternatives analyzed in this EIR include the following four alternatives, in addition to the proposed project (also identified as the Fiscally Constrained alternative within this EIR):

- No Project Alternative
- Road Emphasis
- Transit Enhancement
- Financially Unconstrained

Alternatives are described in detail in Chapter 5. Table ES-1 provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. The Financially Constrained Alternative has the lowest overall impact (score of 14) and is deemed the environmentally superior alternatives because it provides the greatest reduction of potential impacts in comparison to the other alternatives.

**TABLE ES-1: COMPARISON SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT**

ENVIRONMENTAL ISSUE	FINANCIALLY UNCONSTRAINED	NO PROJECT	FINANCIALLY CONSTRAINED (PROPOSED PROJECT)	ROAD EMPHASIS	TRANSIT ENHANCEMENT
Aesthetics	3 (Worst - Equal)	1 (Best)	2 (Better - Equal)	3 (Worst – Equal)	2 (Better - Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on aesthetics. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to degrade scenic views, remove scenic resources, change visual character, and result in increased light and glare would be less under the No Project Alternative when compared to the other alternatives.				
Agricultural and Forest Resources	4 (Worst)	1 (Best)	2 (Better - Equal)	3 (Worse)	2 (Better - Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on agricultural and forest resources. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to convert agricultural and forest lands to non-agricultural and non-forest uses as well as the potential for conflicts with agricultural lands would be less under the No Project Alternative when compared to the other alternatives.				
Air Quality	2 (Medium)	4 (Worst)	1 (Best - Equal)	3 (Worse)	1 (Best - Equal)
	The Financially Constrained Alternative and Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts on air quality. As roadway infrastructure improvement projects would increase to alleviate traffic congestion and transit service and bike/pedestrian use would increase under these alternatives, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle related air quality emissions.				
Cultural and Tribal Resources	5 (Worst)	1 (Best)	3 (Medium)	4 (Worse)	2 (Better)
	The No Project Alternative would result in the lowest potential for adverse impacts on cultural resources. As roadway infrastructure improvement projects would decrease under this alternative, there would be fewer construction and infrastructure development projects that would have the potential to degrade or destroy cultural resources, including archaeological, paleontological, historic, and human remains, under the No Project Alternative when compared to the other alternatives.				
Greenhouse Gases, Climate Change and Energy	2 (Medium)	4 (Worst)	1 (Best - Equal)	3 (Worse)	1 (Best - Equal)
	The Financially Constrained Alternative and the Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts from Greenhouse Gases, Climate Change, and Energy. As transportation infrastructure improvement projects would increase to alleviate traffic congestion deficiencies and transit service and bike/pedestrian use would increase under this alternative, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle-related energy usage and greenhouse gas emissions.				
Land Use and Population	1 (Best)	4 (Worst)	2 (Better)	3 (Medium - Equal)	3 (Medium - Equal)
	The Financially Unconstrained Alternative would result in the lowest potential for adverse impacts associated with land use and population because this alternative is most consistent with the needs of the local General Plans, specifically including the Land Use and Circulation Elements. This alternative would be the most consistent with land use planning activities in the county and its jurisdictions as this alternative would implement the transportation projects necessary to serve planned development as well as provide transportation services at adequate levels. Therefore, the Financially Unconstrained Alternative would have less of an impact on land use and population than other alternatives.				
Transportation and Circulation	1 (Best)	5 (Worst)	3 (Medium)	2 (Better)	4 (Worse)

	The Financially Unconstrained Alternative would reduce impacts associated with congestion and roadway safety in comparison to the other alternatives. Due to the combination of enhanced roadway capacity projects and transit improvements, congestion under this alternative would be expected to decrease in comparison to the other alternatives. This alternative would allow for more improvement projects that are needed to maintain acceptable congestion levels.				
Summary	18 (Medium)	20 (Worse)	14 (Best)	21 (Worst)	15 (Better)

### SUMMARY OF IMPACTS AND MITIGATION MEASURES

In accordance with the CEQA Guidelines, this EIR focuses on the significant effects on the environment. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions. Some impacts are reduced to a less than significant level with the implementation of mitigation measures and/or compliance with regulations. The definition of "beneficial" effect is not defined in the CEQA Guidelines, but for purposes of this EIR a beneficial effect is one in which an environmental condition is enhanced or improved.

The environmental impacts of the proposed project, the impact level of significance prior to mitigation, the proposed mitigation measures and/or adopted policies and standard measures that are already in place to mitigate an impact, and the impact level of significance after mitigation are summarized in Table ES-2.

**TABLE ES-2: PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
AESTHETICS			
Impact 3.1-1: Substantial adverse effects on scenic vistas	LS		--
Impact 3.1-2: Substantial adverse effects on scenic resources or substantial degradation of visual character	PS	<p><b>Mitigation Measure 3.1-1:</b> <i>The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:</i></p> <ul style="list-style-type: none"> <li>• <i>Design transportation systems in a manner where the surrounding landscape dominates.</i></li> <li>• <i>Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material).</i></li> <li>• <i>Design transportation systems such that landscape vegetation blends in and complements the natural landscape.</i></li> <li>• <i>Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design.</i></li> <li>• <i>Design grades to blend with the adjacent landforms and topography.</i></li> </ul> <p><b>Mitigation Measure 3.1.2:</b> <i>Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.</i></p> <p><i>If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</i></p>	LS

CC – cumulatively considerable

LCC – less than cumulatively considerable

LS – less than significant

PS – potentially significant

B – beneficial impact

SU – significant and unavoidable

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<p><i>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.</i></p>	
<p>Impact 3.1-3: Creation of new sources of light and glare</p>	<p>PS</p>	<p><b>Mitigation Measure 3.1-3:</b> <i>The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.</i></li> <li>• <i>Luminaries will be directed away from habitat and open space areas adjacent to the project site.</i></li> <li>• <i>Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.</i></li> <li>• <i>Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes.</i></li> <li>• <i>Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense</i></li> </ul>	<p>LS</p>

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<i>ENVIRONMENTAL IMPACT</i>	<i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i>	<i>MITIGATION MEASURE</i>	<i>RESULTING LEVEL OF SIGNIFICANCE</i>
		<i>lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.</i>	
AGRICULTURAL RESOURCES			
Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract	PS	<p><b>Mitigation Measure 3.2-1:</b> Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).</p> <p>If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.</p>	SU
Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands	PS	<p><b>Mitigation Measure 3.2-2:</b> Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.</p>	LS
AIR QUALITY			
Impact 3.3-1: Long-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net	LS		--

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LS – less than significant

PS – potentially significant

B – beneficial impact

SU – significant and unavoidable

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
increase of a criteria pollutant in a non-attainment area			
Impact 3.3-2: Short-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area	PS	<b>Mitigation Measure 3.3-1:</b> The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with APCD Rule 228 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.	LS
Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations	PS	<b>Mitigation Measure 3.3-2:</b> The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.	LS
Impact 3.3-4: Create Objectionable Odors Affecting a Substantial Number of People	LS		--
Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures	PS	<b>Mitigation Measure 3.3-3:</b> Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and Placer County APCD Rule 228 –Fugitive Dust, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the APCD.	LS
CULTURAL AND TRIBAL RESOURCES			
Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical	PS	<b>Mitigation Measure 3.4-1:</b> During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for	LS

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
resource, as defined in CEQA Guidelines §15064.5		<p><i>listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.</i></p> <p><i>If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</i></p>	
Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074	PS	<p><b>Mitigation Measure 3.4-2:</b> During environmental review of individual RTP improvement projects, the implementing agencies shall:</p> <ul style="list-style-type: none"> <li>• Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects.</li> <li>• Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area</li> <li>• Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.</li> </ul> <p><i>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is</i></p>	LS

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SU – significant and unavoidable

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<p>warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate “substantial adverse changes” to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.</p> <p>Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:</p> <ul style="list-style-type: none"> <li>• If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</li> <li>• If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.</li> <li>• The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.</li> </ul>	

CC – cumulatively considerable

LCC – less than cumulatively considerable

LS – less than significant

PS – potentially significant

B – beneficial impact

SU – significant and unavoidable

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource	PS	<p><b>Mitigation Measure 3.4-3:</b> During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.</p>	LS
Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries	PS	<p><b>Mitigation Measure 3.4-4:</b> Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:</p> <ul style="list-style-type: none"> <li>• The Placer County Coroner has been informed and has determined that no investigation of the cause of death is required.</li> <li>• If the remains are of Native American origin, either of the following steps will be taken: <ul style="list-style-type: none"> <li>○ The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.</li> <li>○ The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a</li> </ul> </li> </ul>	LS

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<p>location that is not subject to further subsurface disturbance when any of the following conditions occurs:</p> <ul style="list-style-type: none"> <li>▪ The Native American Heritage Commission is unable to identify a descendent.</li> <li>▪ The descendant identified fails to make a recommendation.</li> <li>▪ The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</li> </ul>	
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
<p>Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment</p>	<p>PS</p>	<p><b>Mitigation Measure 3.5-1:</b> The PCTPA should continue to explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The PCTPA should continue to participate and host programs that are deemed feasible by the PCTPA for the region to incentivize alternative transportation modes (e.g. Spare the Air program, Commuter Club, , and the \$10 Youth Summer Pass program,).</p> <p><b>Mitigation Measure 3.5-2:</b> The PCTPA should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</p> <p><b>Mitigation Measure 3.5-3:</b> Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:</p> <ul style="list-style-type: none"> <li>• Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.</li> </ul>	<p>SU</p>

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<ul style="list-style-type: none"> <li>• Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.</li> <li>• Promote efforts to reduce peak energy demand in the design and operation of RTP projects.</li> <li>• Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.</li> <li>• Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.</li> </ul> <p><b>Mitigation Measure 3.5-4:</b> The PCTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse gas emissions. Some local agencies in Placer County have adopted a local CAP (Roseville, 2009 and Rocklin 2012), or are in the process of preparing a local CAP to address climate change and greenhouse gas emissions. Separately, Placer County also released a Draft Sustainability Plan in 2019. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> <li>• Baseline inventory of GHG emissions from community and municipal sources.</li> <li>• A target reduction goal consistent with AB 32 and SB 32.</li> <li>• Policies and measures to reduce GHG emissions.</li> <li>• Quantification of the effectiveness of the proposed policies and measures.</li> <li>• A monitoring program to track the effectiveness and implementation of the CAP(s).</li> </ul> <p>PCTPA's role in the development of local and regional CAPs should include:</p> <ul style="list-style-type: none"> <li>• Assistance in seeking and securing funding for the development of local and regional CAPs.</li> <li>• Collaboration with local and regional agencies throughout their respective planning processes.</li> </ul>	

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<p><b>Mitigation Measure 3.5-5:</b> PCTPA has included alternative vehicle fueling/charging stations in the RTP. PCTPA should consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, PCTPA should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> <li>• A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles.</li> <li>• To the extent that is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets.</li> <li>• A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure.</li> </ul>	
Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	LS		--
Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	LS		--

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<i>ENVIRONMENTAL IMPACT</i>	<i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i>	<i>MITIGATION MEASURE</i>	<i>RESULTING LEVEL OF SIGNIFICANCE</i>
<b>LAND USE AND POPULATION</b>			
Impact 3.6-1: Physical division of an established community	PS	<b>Mitigation Measure 3.6-1:</b> Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.	LS
Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect	LS		--
Impact 3.6-3: Induce substantial unplanned population growth in an area	LS		--
Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere	LS		--
<b>TRANSPORTATION AND CIRCULATION</b>			
Impact 3.7-1: Would the proposed project conflict with or be inconsistent with CEQA guidelines section 15064.3, subdivision (b).	LS		--

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<i>ENVIRONMENTAL IMPACT</i>	<i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i>	<i>MITIGATION MEASURE</i>	<i>RESULTING LEVEL OF SIGNIFICANCE</i>
Impact 3.7-2: The Proposed project could result in the alteration of present patterns of vehicular, bicycle, and pedestrian circulation, increased traffic delay, and increased traffic hazards during construction of future projects	PS	<b>Mitigation Measure 3.7-1:</b> <i>The implementing agencies shall develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan, project proponents shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities.</i>	LS
Impact 3.7-3: The Proposed project does not substantially increase geometric hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses	LS		--
Impact 3.7-4: The Proposed project could result in the alteration of emergency access during construction of future projects	LS		--
Impact 3.7-5: The Proposed project is consistent with adopted policies, plans, ordinances, and programs addressing the circulation system, including public transit, roadway, bicycle, and pedestrian facilities.	LS		--
<b>CUMULATIVE IMPACTS</b>			
Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region	LCC		--
Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses	PS	<i>Implement mitigation measure 3.2-1.</i>	CC and SU
Impact 4.3: Cumulative Impact on the Region's Air Quality	LCC		--

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<i>ENVIRONMENTAL IMPACT</i>	<i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i>	<i>MITIGATION MEASURE</i>	<i>RESULTING LEVEL OF SIGNIFICANCE</i>
Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources	LCC		--
Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change	PS	<i>Implement mitigation measure 3.5-1 through 3.5-5.</i>	CC and SU
Impact 4.6: Cumulative Impact on Communities and Local Land Uses	LCC		--
Impact 4.7: Cumulative Impact on the Transportation Network	LCC		--

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## 1.1 PLACER COUNTY TRANSPORTATION PLANNING AGENCY

The Placer County Transportation Planning Agency (PCTPA) is the Regional Transportation Planning Agency (RTPA) for Placer County, which includes the cities of Roseville, Lincoln, Rocklin, Auburn, Colfax, and the town of Loomis. The nine-member PCTPA Board of Directors consists of one councilmember from each of Placer County's six incorporated jurisdictions, two members of the Placer County Board of Supervisors; and one citizen representative. PCTPA is the forum for making decisions about the regional transportation system in Placer County.

Both, federal and state laws require each MPO and RTPA to prepare a Regional Transportation Plan (RTP) in urban areas every four years. The RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail and goods movement. The purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that require federal approval. The 2040 RTP Program EIR covers the Tier 1 list of projects. The Tier 1 list of projects identifies the 20-year list of financially constrained transportation investments in the region.

The 2040 RTP fulfills the federal and state requirements using the specific guidance from the CTC RTP Guidelines, as recently amended. The most recent CTC RTP Guidelines were adopted in 2017. PCTPA is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project.

## 1.2 PLANNING FRAMEWORK

The 2040 Regional Transportation Plan (RTP) introduces a planning framework that is updated from the 2036 RTP, to reflect current priorities and practices at the regional, State, and federal levels. This framework provides guidance to policy makers as they make decisions impacting the region's transportation system. Over the 20 year time horizon of this long-range plan, the goals, policies, and objectives will produce a more coordinated and comprehensive transportation system that effectively and efficiently utilizes the region's resources to the benefit of the citizens of Placer County. The goals, policies, and objectives reflect the desired outcomes of the 2040 RTP.

## FEDERAL PLANNING REQUIREMENTS

The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015 and provided a fully funded five-year authorization of surface transportation programs. The FAST Act builds on the changes made by the previous bill — the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act continues the Metropolitan Planning program. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum

total instead of individual authorizations for each program. Except as specified below, the FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21:

- **Support for intercity bus and commuter vanpools:** The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range plan include identification of public transportation facilities and intercity bus facilities. [23 U.S.C. 134(c)(2) & (i)(2)]
- **Selection of MPO officials:** The FAST Act clarifies that metropolitan planning organization (MPO) representation is selected by an MPO according to its bylaws/enabling statute. It also changes the selection criteria for MPO officials to—
  - grant a representative of a transit provider authority equal to that of other MPO officials; and
  - allow a representative of a transit provider to also represent a local community. [23 U.S.C. 134(d)(3)]
- **Consultation with other planning officials:** The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds to the list of such activities tourism and the reduction of risk of natural disasters. [23 U.S.C. 134(g)(3)(A)]
- **Scope of planning process:** The FAST Act expands the scope of consideration of the metropolitan planning process to include—
  - improving transportation system resiliency and reliability;
  - reducing (or mitigating) the stormwater impacts of surface transportation; and
  - enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]
- **Capital investment and other strategies:** The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs. [23 U.S.C. 134(i)(2)(G)]
- **Resilience and environmental mitigation activities:** The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters. [23 U.S.C. 134(d)(3) & (i)(2)(G)]
- **Transportation and transit enhancement activities:** The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include—

- consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated. [23 U.S.C. 134(i)(2)(H)])
- **Participation by interested parties in the planning process:** The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan. [23 U.S.C. 134(i)(6)(A)]
- **Congestion management:** The FAST Act adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA). While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled and improving transportation connections must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan. [23 U.S.C. 134(k)(3)]

The 2040 RTP is consistent with these and any other applicable federal requirements, and reflects all of the planning factors in the Goals and Objectives as described in the RTP.

### 1.3 PURPOSE OF THE EIR

PCTPA, as lead agency, determined that the proposed project is a "Project" within the definition of CEQA. CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

### 1.4 TYPE OF EIR

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. Section 15168 states:

A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- 1) Geographically,
- 2) As logical parts in the chain of contemplated actions,
- 3) In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The program-level analysis considers the broad environmental effects of the proposed 2040 RTP project. This EIR will be used to evaluate subsequent projects and activities under the 2040 RTP. This EIR is intended to provide the information and environmental analysis necessary to assist public agency decision-makers in considering approval of the RTP, but not to the level of detail to consider approval of each transportation project identified in the RTP.

Additional environmental review under CEQA will be required and would be generally based on the subsequent project's consistency with the 2040 RTP and the analysis in this EIR, as required under CEQA. It may be determined that some future improvements may be exempt from environmental review. When individual subsequent projects or activities under the 2040 RTP are proposed, the lead agency that would approve and/or implement the individual project will examine the projects or activities to determine whether their effects were adequately analyzed in the program EIR (CEQA Guidelines Section 15168). If the projects or activities would have no effects beyond those disclosed in this EIR, no further CEQA compliance would be required.

### 1.5 INTENDED USES OF THE EIR

PCTPA, as the lead agency, has prepared this EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the proposed project ("2040 RTP") and subsequent implementation of projects identified in the proposed project. The environmental review process enables interested parties to evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the proposed project. Subsequent actions that may be associated with the proposed project are identified in Chapter 2.0, Project Description.

## 1.6 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

The term “Responsible Agency” includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project (CEQA Guidelines Section 15381). For the purpose of CEQA, a “Trustee” agency has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section 15386). While no Responsible Agencies or Trustee Agencies are responsible for approvals associated with adoption of the RTP, implementation of projects identified in the RTP will require permits and approvals from Lead, Trustee, and Responsible Agencies, which may include the following:

- County of Placer
- City of Roseville
- City of Rocklin
- City of Lincoln
- City of Auburn
- City of Colfax
- Town of Loomis
- Placer County Air Pollution Control District
- California Transportation Commission
- California Department of Transportation
- California Department of Fish and Wildlife
- Regional Water Quality Control Board
- State Water Resources Control Board
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service

## 1.7 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

### NOTICE OF PREPARATION AND INITIAL STUDY

The PCTPA circulated a Notice of Preparation (NOP) of an EIR for the proposed project and an Initial Study on June 6, 2019 to trustee and responsible agencies, the State Clearinghouse (SCH# 2019060004), and the public. A scoping meeting was held on June 26<sup>th</sup>, 2019 at 6:00 PM at the PCTPA office. The NOP and Initial Study are presented in Appendix A.

### DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant and unavoidable impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR. Upon completion of the Draft EIR, the PCTPA will file the Notice of Completion (NOC) with the State Clearinghouse of the Governor’s Office of Planning and Research to begin the public review period.

### PUBLIC NOTICE/PUBLIC REVIEW

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The PCTPA will provide a public notice of availability for the Draft EIR, and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is forty-five (45) days. Public comment on the Draft EIR will be accepted both in written form and oral form. All comments or questions regarding the Draft EIR should be addressed to:

Aaron Hoyt, Senior Planner  
Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4032

### RESPONSE TO COMMENTS/FINAL EIR

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Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period and to oral comments during such review period.

### CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

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The PCTPA Board will review and consider the Draft EIR together with the Final EIR. If the PCTPA Board finds that the Final EIR is "adequate and complete", the PCTPA Board may certify the Final EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final EIR, the PCTPA Board may take action to approve, revise, or reject the project. A decision to approve the proposed project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

## 1.8 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. Discussion of the environmental issues addressed in the Draft EIR was established through review of environmental



and planning documentation developed for the project, environmental and planning documentation prepared for recent projects located within Placer County, and responses to the Notice of Preparation (NOP). This Draft EIR is organized in the following manner:

## EXECUTIVE SUMMARY

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The Executive Summary summarizes the characteristics of the proposed project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the project's environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the proposed project.

## CHAPTER 1.0 – INTRODUCTION

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Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and certification of an EIR, identifies the scope and organization of the Draft EIR, and summarizes comments received on the NOP.

## CHAPTER 2.0 – PROJECT DESCRIPTION

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Chapter 2.0 provides a detailed description of the proposed project, including the location, intended objectives, background information, the physical and technical characteristics, including the decisions subject to CEQA, subsequent projects and activities, and a list of related agency action requirements.

## CHAPTER 3.0 - ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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Chapter 3.0 contains an analysis of environmental topic areas as identified below. Each subchapter addressing a topical area is organized as follows:

**Environmental Setting.** A description of the existing environment as it pertains to the topical area.

**Regulatory Setting.** A description of the regulatory environment that may be applicable to the project.

**Impacts and Mitigation Measures.** Identification of the thresholds of significant by which impacts are determined, a description of project-related impacts associated with the environmental topic, identification of appropriate mitigation measures, and a conclusion as to the significance of each impact. The following environmental topics are addressed in this section:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Cultural and Tribal Resources
- Greenhouse Gases/Climate Change and Energy
- Land Use Planning and Population
- Transportation and Circulation

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## CHAPTER 4.0 – OTHER CEQA-REQUIRED TOPICS

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Chapter 4.0 evaluates and describes the following CEQA required topics: impacts considered less-than-significant, significant and irreversible impacts, growth-inducing effects, cumulative, and significant and unavoidable environmental effects.

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## CHAPTER 5.0 - ALTERNATIVES TO THE PROJECT

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Chapter 5.0 provides a comparative analysis between the merits of the proposed project and the selected alternatives. State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen any significant environmental effects of the project.

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## CHAPTER 6 - REPORT PREPARERS

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Chapter 6.0 lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

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## CHAPTER 7 - REFERENCES

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Chapter 7.0 provides a list of references cited throughout the Draft EIR.

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## APPENDICES

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This section includes all notices and other procedural documents pertinent to the EIR, as well as technical material prepared to support the analysis.

### 1.9 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The PCTPA received two comment letters on the NOP. A copy of each letter is provided in Appendix A of this Draft EIR and the comments are summarized below.

**Central Valley Regional Water Quality Control Board (CVRWQCB).** The CVRWQCB noted that a Construction Storm Water General Permit would be required, if the project were to disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres. The letter noted that this would require a General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. The comment letter also noted that Phase 1 and II Municipal Separate Storm Sewer System Permits may also be required. The CVRWQCB also noted that other permits may be required for the proposed project, including an Industrial Storm Water General Permit, a Clean Water Act Section 404 Permit, a Clean Water Section 401 Permit, and/or a Low or Limited Threat General NPDES Permit. The letter also lists Waste Discharge Requirements that may be necessary and includes language describing requirements under the Irrigated Lands Regulatory Program.

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**Native American Heritage Commission.** The Native American Heritage Commission (NAHC) provided guidance for and lists many of the requirements of AB 52 consultation. The comment requests AB 52 consultation, as necessary, to avoid any damaging effects to any tribal cultural resource, as feasible. The letter describes that AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. The comment also includes a discussion of SB 18 and how and when it applies, as well as some of its provisions. The comment advises that legal counsel should be sought to ensure compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

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The proposed project is the 2040 Placer County Regional Transportation Plan (2040 RTP or RTP). This section describes the primary components of the 2040 RTP and provides the following information: (1) The location and boundaries of the proposed project on a regional map; (2) A statement of objectives sought by the proposed project; (3) A general description of the project's technical, economic and environmental characteristics; and (4) A statement briefly describing the intended uses of the EIR. Figures referenced throughout this section are located at the end of the section. The full 2040 RTP is available for review at the PCTPA website (<http://pctpa.net/rtp2040/>).

## 2.1 PROJECT LOCATION

Placer County lies to the north of Sacramento County, extending eastward from the Sacramento Valley to the Sierra Nevada mountain range. Placer County is part of California's historic Gold Country region, which was first settled by non-Native Americans during the early 1850's Gold Rush era. Many of the Region's roadways were laid out by these early miners and settlers. At approximately 1,500 square miles in size, Placer County is a medium size county in California. The westernmost portion of the County lies within the Sacramento Valley, and is flatland. Altitude generally increases in an easterly direction, transforming the County into the foothills (Gold Country) and mountains (High Country) of the Sierra Nevada range. Incorporated cities and towns within the more heavily populated valley portion of Placer County include Roseville, Rocklin, Lincoln, and Loomis. The high elevation portion of the county includes the cities of Auburn and Colfax. Placer County is considered one of the fastest growing regions in California, with the population expected to increase from 363,896 people in the year 2016 (estimate) to approximately 505,083 people by 2040 (SACOG, 2019). The proposed project (2040 RTP) includes all of Placer County that is under the jurisdiction of the Placer County Transportation Planning Agency (PCTPA), which excludes the area within the Lake Tahoe basin. The area within the Lake Tahoe basin exists under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). Figure 2.1-1 illustrates the project regional location.

## 2.2 PROJECT GOALS AND OBJECTIVES

The purpose of the 2040 RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in the PCTPA planning area. The 2040 RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives. The following goals and objectives, by transportation mode and strategy, have been identified for the 2040 RTP.

The RTP contains ten specific goals, each with supporting policies and objectives, for roadways, public transit, rail transportation, aviation, goods movement, non-motorized transportation, transportation systems management (TSM), recreation, integrated land use, air quality, and transportation planning, and funding.

**GOAL 1: Highways/Streets/Roadways**

*Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.*

Objective A: Identify and prioritize improvements to the roadway system.

Objective B: Construct, maintain, and upgrade roadways to meet current safety standards.

Objective C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.

**GOAL 2: Public Transit**

*Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.*

Objective A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”

Objective B: Tailor transit services and programs to the area’s population characteristics and special needs.

Objective C: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.

Objective D: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.

**GOAL 3: Passenger Rail**

*Improve the availability and convenience of passenger rail service.*

Objective A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.

**GOAL 4: Aviation**

*Promote general and commercial aviation facilities and services that complement the regional transportation system.*

Objective A: Promote the development, operation, and maintenance of a regional system of airports.

Objective B: Update and revise Airport Master Plans as necessary.

Objective C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.

Objective D: Implement and maintain Airport Land Use Compatibility Plans (ALUCPs).

### **GOAL 5: Goods Movement**

*Provide for the safe and efficient movement of goods through, within, and into Placer County.*

Objective A: Promote a balance of roads, rail, and airports for the improvement of goods transport.

Objective B: Mitigate conditions that transporters of goods and local jurisdictions deem dangerous or unacceptable.

### **GOAL 6: Bicycle, Pedestrian, and Low-Speed Vehicles**

*Promote a safe, convenient, and efficient transportation system for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.*

Objective A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.

Objective B: Provide a bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.

Objective C: Integrate pedestrian, bicycle, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.

Objective D: Promote the development of multi-use trails in rural and open space areas.

### **GOAL 7: Transportation Systems Management (TSM)**

*Provide an economical alternative to the single-occupant vehicle travel through the use of alternative transportation methods.*

Objective A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.

Objective B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.

Objective C: Promote the use of technology to reduce work-related, education-related, and personal trips.

### **GOAL 8: Recreational Travel**

*Promote a transportation system that integrates all available modes and facilitates recreational travel and activities.*

Objective A: Incorporate access to recreational centers in the transportation infrastructure.

**GOAL 9: Integrated Land Use, Air Quality & Transportation Planning**

*By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental benefit.*

Objective A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.

Objective B: Provide transportation infrastructure that meets existing and future needs.

Objective C: Ensure that transportation projects satisfy regional air quality conformity standards.

Objective D: Work with local jurisdictions, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that Placer County jurisdictions have maximum participation and control in the transportation decision-making process.

Objective E: Participate in state, multi-county and local transportation efforts to insure coordination of transportation system expansion and improvements.

**GOAL 10: Funding**

*Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.*

Objective A: Obtain funding of vital transportation needs through all conventional sources.

Objective B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.

## 2.3 PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the PCTPA 2040 Regional Transportation Plan (RTP). The RTP has been prepared to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. More specifically, the RTP is a twenty-year, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail, and goods movement. PCTPA is required to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years.

The secondary purpose of the RTP is to serve as a foundation for the development of the shorter “action” plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the



Federal Transportation Improvement Program (FTIP) for all transportation projects that contain federal transportation dollars or require federal approval.

The RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies and quantifies regional needs expressed within both short and long range planning horizons; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. It includes regionally significant multimodal projects that currently have funding in place or that are projected to have funding in the future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained).

The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the fiscally constrained transportation investments described in the Action Element. It also identifies potential funding shortfalls and sources for the unconstrained project list.

## THE POLICY ELEMENT

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The 2040 RTP builds upon the 2036 RTP goals, policies, objectives, and performance measures in order to provide a simplified and more clearly articulated vision of the future that emphasizes the fundamental values reflected in past RTPs.

The purpose of the RTP is to guide the long-range planning and development of transportation projects in Placer County.

The process of updating the RTP provides an opportunity to participate in both planning and priority setting. The process allows the community to focus their attention on transportation in the context of the Placer County as well as the entire Sacramento region, building both local and regional coalitions. The longer time frame of twenty years gives the community a chance to step back from day-to-day concerns and deliberate on how to achieve the desired transportation system.

The RTP defines the goals of the transportation system and sets priorities for project implementation within the context of six regional planning principles:

- Support well-planned growth and land use patterns;
- Improve environmental quality through better stewardship of the transportation system;

## 2.0 PROJECT DESCRIPTION

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- Fit within a financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain;
- Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets;
- Improve access and mobility opportunities for all people to jobs, services and housing; and Provide real, viable travel choices for all people within a diverse county.

The RTP contains the following overall goals that provide the framework for the action and financial elements.

### THE ACTION AND FINANCIAL ELEMENTS

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The Action Element identifies programs and actions to implement the 2040 RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element consists of short-term and long-term activities that address regional transportation issues and needs. All applicable transportation modes and strategies.

The Action Element represents the heart of the RTP. It describes, by mode of transportation, the current conditions, recent planning activities, and priorities. Federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to ten years and the long-term horizon as projects or activities 20 years and beyond.

The Action Element must be consistent with the financial constraints identified in the Financial Element, and must conform to the State Implementation Plan. Regionally significant projects are listed below by transportation mode, and are grouped into tier I and tier II categories.

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in tier I of the Action Element. The purpose of the Financial Element is to:

- Inventory existing and potential funding sources from federal, state and local perspectives.
- Summarize costs to operate and maintain the current transportation system.
- Summarize street and road candidate projects with both available funding (tier I) and potential funding shortfalls (tier II) and the cost to build the projects.
- Summarize deferred maintenance for the region and the resulting shortfall.

Tier I investments contain the highest priority and most urgent investment needs, and are separated into short term and long term categories. Enough funding is anticipated to be available over the life of the RTP to develop and construct or implement these improvements. Tier I improvements constitute the “financially constrained” element of the RTP.

Also included in the RTP is a vision element, titled “Tier II,” which includes additional projects and improvements that are needed and important to the regional system but which are not able to be funded at this time. Tier II improvements constitute the “financially unconstrained” element of the RTP.

The tables below describe the projects summary for the Financially Constrained and Financially Unconstrained cases.

## THE FINANCIALLY CONSTRAINED PROJECT

A listing of the financially constrained (Tier 1) projects is described in Table 2.3-1 below.

**TABLE 2.3-1: FINANCIALLY CONSTRAINED PROJECTS SUMMARY (TIER 1)**

<i>PROJECT ID</i>	<i>LEAD AGENCY</i>	<i>CATEGORY</i>	<i>TITLE</i>	<i>PROJECT DESCRIPTION</i>	<i>TOTAL COST (2018 DOLLARS)</i>	<i>TOTAL COST (YEAR OF YEAR)</i>	<i>COMPLETION TIMING</i>	<i>STATUS</i>
<b>CALTRANS</b>								
CAL20928	Caltrans D3	C- Maintenance & Rehabilitation	Auburn Mtce Station	Install wash facility	\$975,000	\$1,597,651	2036-2040	Planned
CAL21280	Caltrans D3	G- System Management, Operations, and ITS	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	\$3,960,000	\$5,069,135	2026-2030	Planned
CAL20838	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	\$54,175,000	\$72,859,352	2031-2035	Planned
CAL20971	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	\$45,210,000	\$57,872,622	2026-2030	Planned
CAL20571	Caltrans D3	A- Bike & Ped	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	\$10,000,000	\$10,506,250	2020-2025	Planned
CAL20713	Caltrans D3	G- System Management, Operations, and ITS	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]	\$2,714,000	\$0	2020-2025	Programmed

## 2.0

## PROJECT DESCRIPTION

CAL20722	Caltrans D3	G- System Management, Operations, and ITS	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]	\$506,000	\$0	2020-2025	Programmed
CAL21115	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21116	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Elm Avenue. Install ramp meters.	Eastbound I-80 at Elm Avenue. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21106	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Newcastle Road. Install ramp meters.	Eastbound I-80 at Newcastle Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21100	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	\$380,000	\$536,930	2031-2035	Planned
CAL21109	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Ophir Road. Install ramp meters.	Eastbound I-80 at Ophir Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21103	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Penryn Road. Install ramp meters.	Eastbound I-80 at Penryn Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21108	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at SR 193. Install ramp meters.	Eastbound I-80 at SR 193. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21118	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21102	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned

**PROJECT DESCRIPTION** 2.0

CAL20844	Caltrans D3	C- Maintenance & Rehabilitation	EB 3 location truck lane	In Placer County on Route 80 in 3 locations from Heather Glen to EB offramp to Nyack, construct truck climbing lanes: PMs (27.2/28.8, 39.5/41.3, 53.0/54.7) (EA 3H590)	\$57,168,000	\$66,297,353	2026-2030	Planned
CAL20845	Caltrans D3	C- Maintenance & Rehabilitation	EB Baxter/Drum Truck lane	On Placer 80 from Sawmill to approx. 0.2 mile east of Drum Forebay. Truck climbing lane.	\$77,990,000	\$88,238,527	2020-2025	Planned
CAL21012	Caltrans D3	G- System Management, Operations, and ITS	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampshire Rocks. Truck climbing lane.(PM 64.2/66.3)	\$20,600,000	\$33,755,499	2036-2040	Planned
CAL21011	Caltrans D3	C- Maintenance & Rehabilitation	EB Colfax 174 Grade	On Placer 80 from E. of Illinoistown OC to E. of SR 174. Truck climbing lane.	\$13,762,000	\$22,550,639	2036-2040	Planned
CAL21072	Caltrans D3	C- Maintenance & Rehabilitation	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	\$2,000,000	\$2,560,169	2026-2030	Planned
CAL20846	Caltrans D3	C- Maintenance & Rehabilitation	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	\$13,976,000	\$22,901,303	2036-2040	Planned
CAL21054	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements	In Placer County from Sacramento County Line to 0.3 mile west of Gilardi Rd OC.	\$12,500,000	\$14,858,572	2026-2030	Planned
CAL20969	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Applegate Pavement Rehabilitation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Separation	\$53,000,000	\$63,000,345	2026-2030	Planned
CAL21240	Caltrans D3	B- Road & Highway Capacity	I-80 Atlantic On-ramp Widening	Widen existing on-ramp and structure over Miners Ravine to provide a standard 2+1 on-ramp. Work involves earthwork, structures work, roadway work, electrical work.	\$2,180	\$2,290	2020-2025	Planned
CAL21036	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Auburn Pavement Rehabilitation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	\$5,300,000	\$6,457,535	2026-2030	Planned

## 2.0

## PROJECT DESCRIPTION

CAL20719	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Bridge Rehab (G13 Contingency Project)	In Placer and Nevada counties, I-80, at various locations (PM 28.7/R63.5) (G13 SHOPP Contingency Project) - Rehabilitate or replace bridges at six locations [#19-0038, #19-0112, #19-0113, #19-0114, #17-0023, #19-0118] (EFIS 0300020615 EA 2F570) (Toll Credits). Toll Credits for ENG, ROW	\$24,192,500	\$0	2020-2025	Programmed
CAL20922	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Cold Plane & RHMA Overlay	I-80 Cold Plane & RHMA Overlay - In Placer County near Sierra College Blvd. to Penryn Rock Springs UC	\$750,000	\$750,000	2020-2025	Planned
CAL20721	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing - Drainage system rehabilitation (PM 31.5/36.89) (EFIS 0300020600 EA 1E050) (Toll Credits). Toll Credits for ENG, ROW, CON	\$4,730,000	\$0	2020-2025	Programmed
CAL20720	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation (Toll Credits). Toll Credits for ENG, ROW, CON	\$4,540,000	\$0	2020-2025	Programmed
CAL21055	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile West of Yuba Pass OH 20/80 Separation.	\$10,800,000	\$13,158,751	2026-2030	Planned
CAL20869	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	\$15,000,000	\$18,732,945	2026-2030	Planned
CAL20974	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Rehabilitation	From East of Gold Run OC to Beg Chain on Area. Drainage Rehab.	\$4,167,000	\$4,832,442	2026-2030	Planned
CAL20708	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optics communication lines (Toll Credits). Toll Credits for ENG, ROW, CON. EA OH540	\$3,800,000	\$0	2020-2025	Programmed

**PROJECT DESCRIPTION** 2.0

CAL20770	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Gold Run Drainage Rehabilitation	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (SRRA). Rehabilitate drainage systems.	\$5,386,000	\$0	2020-2025	Programmed
CAL20947	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	\$3,750,000	\$4,038,340	2020-2025	Planned
CAL20963	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Kingvale Pavement Rehabilitation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab. (Total Cost= \$93,134,000, Placer County share shown)	\$30,734,220	\$34,772,949	2020-2025	Planned
CAL20973	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilitation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	\$5,386,000	\$5,800,133	2020-2025	Planned
CAL21007	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilitation E	Near Loomis from King Road OC to Route 193 Interchange.	\$18,200,000	\$23,297,539	2026-2030	Planned
CAL21039	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilitation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap.	\$22,000,000	\$36,049,562	2036-2040	Planned
CAL21010	Caltrans D3	B- Road & Highway Capacity	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane. (Total Cost= \$33,423,000, Placer County share shown)	\$11,029,590	\$14,118,808	2026-2030	Planned
CAL21229	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County at Gold Run at the Gold Run Safety Roadside Rest Area	Install back up generators	\$395,000	\$414,997	2020-2025	Planned
CAL20992	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	\$4,700,000	\$6,016,397	2026-2030	Planned

## 2.0

## PROJECT DESCRIPTION

CAL20991	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	\$4,700,000	\$6,016,397	2026-2030	Planned
CAL20989	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	\$1,500,000	\$1,920,127	2026-2030	Planned
CAL20988	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	\$5,200,000	\$6,656,440	2026-2030	Planned
CAL20990	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	\$1,500,000	\$1,920,127	2026-2030	Planned
CAL20987	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	\$5,700,000	\$7,296,482	2026-2030	Planned
CAL21299	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	\$1,250,001	\$2,048,271	2036-2040	Planned
CAL21294	Caltrans D3	G- System Management, Operations, and ITS	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	\$800,000	\$800,000	2020-2025	Planned



## PROJECT DESCRIPTION 2.0

CAL20758	Caltrans D3	G- System Management, Operations, and ITS	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80): Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]. Toll Credits for ENG, ROW, CON	\$3,258,000	\$0	2020-2025	Programmed
CAL21094	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	\$380,000	\$440,683	2026-2030	Planned
CAL21093	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	\$900,000	\$1,043,724	2026-2030	Planned
CAL21097	Caltrans D3	G- System Management, Operations, and ITS	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	\$900,000	\$1,474,755	2036-2040	Planned
CAL21284	Caltrans D3	G- System Management, Operations, and ITS	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	\$2,555,000	\$2,963,017	2026-2030	Planned
CAL20821	Caltrans D3	G- System Management, Operations, and ITS	PLA 80 Colfax WB Acceleration Lane Improvement	Improve acceleration lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	\$2,146,000	\$2,199,650	2020-2025	Planned
CAL20760	Caltrans D3	G- System Management, Operations, and ITS	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I080, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]. Toll Credits for ENG, ROW, CON	\$586,000	\$0	2020-2025	Programmed
CAL20609	Caltrans D3	G- System Management, Operations, and ITS	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	\$4,800,000	\$7,865,359	2036-2040	Planned
CAL21068	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC (Total cost = \$7,000,000, Placer County share shown)	\$2,660,000	\$2,660,000	2020-2025	Planned

## 2.0

## PROJECT DESCRIPTION

			Bridge to Nevada County on Route 80 at the Soda Springs OC A					
CAL20881	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110	\$4,142,000	\$4,351,689	2020-2025	Planned
CAL21230	Caltrans D3	C- Maintenance & Rehabilitation	Roseville Mtce Station	Rebuild crew rooms, offices and EQ barn	\$999,000	\$1,636,978	2036-2040	Planned
CAL20652	Caltrans D3	G- System Management, Operations, and ITS	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	\$9,414,900	\$15,427,410	2036-2040	Planned
CAL20615	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	\$172,000,000	\$281,842,028	2036-2040	Planned
CAL20616	Caltrans D3	G- System Management, Operations, and ITS	SHOPP - Collision Reduction	SHOPP - Collision Reduction	\$101,000,000	\$165,500,260	2036-2040	Planned
CAL20617	Caltrans D3	G- System Management, Operations, and ITS	SHOPP - Emergency Response	SHOPP - Emergency Response	\$2,000,000	\$3,277,233	2036-2040	Planned
CAL20584	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	\$4,000,000	\$6,554,466	2036-2040	Planned
CAL20618	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	\$1,900,000	\$3,113,371	2036-2040	Planned

## PROJECT DESCRIPTION 2.0

CAL20622	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	\$40,000,000	\$65,544,658	2036-2040	Planned
CAL20619	Caltrans D3	A- Bike & Ped	SHOPP - Mobility	SHOPP - Mobility	\$21,100,000	\$34,574,807	2036-2040	Planned
CAL20620	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	\$3,000,000	\$4,915,849	2036-2040	Planned
CAL20621	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	\$114,000,000	\$186,802,274	2036-2040	Planned
CAL21098	Caltrans D3	G- System Management, Operations, and ITS	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	\$900,000	\$1,474,755	2036-2040	Planned
CAL21095	Caltrans D3	G- System Management, Operations, and ITS	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	\$900,000	\$1,474,755	2036-2040	Planned
CAL20937	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 between 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road. Widen shoulders and overlay.	\$7,708,000	\$8,938,917	2026-2030	Planned
CAL21045	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28. (Total Cost= \$8,905,000, Placer County share shown)	\$3,918,200	\$4,773,946	2026-2030	Planned
CAL20638	Caltrans D3	G- System Management, Operations, and ITS	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	\$19,500,000	\$28,947,860	2036-2040	Planned
CAL20541	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road. HMA overlay, Class II bike lanes, two new traffic signals. (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS 0300020616	\$39,905,000	\$0	2020-2025	Programmed

## 2.0

## PROJECT DESCRIPTION

				EA 2F340] (Toll Credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON				
CAL20728	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Realignment A	In Auburn, from 0.3 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4) -Realign Roadway. Construct RSP or concrete retaining structure. Replace culverts. (EA 1H240) [CTIPS ID 107-0000-1063] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$5,364,000	\$0	2020-2025	Programmed
CAL20849	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	\$2,600,000	\$3,328,220	2026-2030	Planned
CAL20768	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Advance Mitigation	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113] (Toll Credits) (Total Project Cost \$2,639,000). Toll Credits for ENG, ROW, CON. EA 1H530	\$2,639,000	\$0	2026-2030	Programmed
CAL20729	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Galleria Blvd. Ramp Meters	In Placer County on SR 65, at Galleria Blvd. - Install ramp meters [CTIPS ID 107-0000-1064] (Toll Credits for PE, ROW, CON) [EA 0F352, PPNO 6913A] [second child project of parent EA 0F350; first child is EA 0F351, PPNO 6913]. Toll Credits for ENG, ROW, CON	\$4,950,000	\$0	2020-2025	Programmed
CAL20823	Caltrans D3	G- System Management, Operations, and ITS	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	\$45,000,000	\$66,802,753	2036-2040	Planned
CAL21070	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	\$1,200,000	\$1,260,750	2020-2025	Planned
CAL21079	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	\$1,200,000	\$1,260,750	2020-2025	Planned

**PROJECT DESCRIPTION** 2.0

CAL20756	Caltrans D3	C- Maintenance & Rehabilitation	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 17/18 FY Minor A). Toll Credits for CON	\$1,422,000	\$0	2020-2025	Programmed
CAL20612	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	\$2,680,000	\$3,185,678	2026-2030	Planned
CAL20637	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	\$4,000,000	\$5,938,022	2036-2040	Planned
CAL21231	Caltrans D3	C- Maintenance & Rehabilitation	Tahoe City Mtce Station	Install wash facility	\$975,000	\$1,597,651	2036-2040	Planned
CAL20879	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	\$2,390,000	\$2,449,750	2020-2025	Planned
CAL21078	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	\$2,390,000	\$2,449,750	2020-2025	Planned
CAL21013	Caltrans D3	C- Maintenance & Rehabilitation	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	\$20,292,000	\$33,250,805	2036-2040	Planned
CAL21114	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21119	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Bell Road. Install ramp meters.	Westbound I-80 at Bell Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned

## 2.0

## PROJECT DESCRIPTION

CAL21112	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Elm Avenue. Install ramp meters.	Westbound I-80 at Elm Avenue. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21101	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21110	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Nevada St. Install ramp meters.	Westbound I-80 at Nevada St. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21105	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Newcastle Road. Install ramp meters.	Westbound I-80 at Newcastle Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21104	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Penryn Road. Install ramp meters.	Westbound I-80 at Penryn Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21113	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Russel Road. Install ramp meters.	Westbound I-80 at Russel Road. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21107	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 193. Install ramp meters.	Westbound I-80 at SR 193. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned
CAL21111	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 49. Install ramp meters.	Westbound I-80 at SR 49. Install ramp meters.	\$380,000	\$486,432	2026-2030	Planned
CAL21099	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 65. Install connector meter	Westbound I-80 at SR 65. Install connector meter	\$1,940,000	\$2,741,169	2031-2035	Planned
CAL21117	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	\$380,000	\$622,674	2036-2040	Planned

**PROJECT DESCRIPTION** 2.0

CAL21215	Caltrans D3	C- Maintenance & Rehabilitation	Whitmore Sand house	Repair sand house	\$1,600,000	\$1,600,000	2020-2025	Planned
CAL20639	Caltrans Division of Rail	E- Transit Capital (Major)	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	\$51,600,000	\$84,552,608	2036-2040	Planned
<b><i>CAPITOL CORRIDOR JPA</i></b>								
VAR56134	Capitol Corridor Joint Powers Authority	F- Transit O&M (Rail)	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: \$728,000,000)	\$58,181,760	\$95,337,588	2036-2040	Planned
CAL18320	Capitol Corridor JPA	E- Transit Capital (Major)	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	\$82,276,000	\$0	2020-2025	Programmed
VAR56199	Capitol Corridor JPA	E- Transit Capital (Major)	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	\$195,000,000	\$0	2020-2025	Programmed
<b><i>CITY OF AUBURN</i></b>								
PLA25353	City of Auburn	C- Maintenance & Rehabilitation	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	\$1,416,480	\$0	2020-2025	Programmed

2.0

PROJECT DESCRIPTION

PLA25821	City of Auburn	C- Maintenance & Rehabilitation	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 500,000 annually)	\$10,000,000	\$16,386,164	2036-2040	Planned
<b>CITY OF COLFAX</b>								
PLA25146	City of Colfax	G- System Management, Operations, and ITS	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	\$14,700,000	\$24,087,662	2036-2040	Planned
PLA20420	City of Colfax	C- Maintenance & Rehabilitation	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	\$600,000	\$695,816	2026-2030	Planned
PLA25591	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	\$25,000,000	\$40,965,411	2036-2040	Planned
PLA25490	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	\$550,000	\$577,844	2020-2025	Planned
PLA25466	City of Colfax	G- System Management, Operations, and ITS	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	\$450,000	\$534,909	2026-2030	Planned
PLA25237	City of Colfax	A- Bike & Ped	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	\$50,000	\$52,531	2020-2025	Planned
PLA25676	City of Colfax	C- Maintenance & Rehabilitation	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	\$2,600,000	\$0	2020-2025	Programmed
PLA25235	City of Colfax	C- Maintenance & Rehabilitation	S. Auburn/Central/Hwy.174 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	\$700,000	\$811,785	2026-2030	Planned



**PROJECT DESCRIPTION** 2.0

PLA25822	City of Colfax	C- Maintenance & Rehabilitation	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 135,000 annually)	\$2,700,000	\$4,424,264	2036-2040	Planned
<b>CITY OF LINCOLN</b>								
PLA18760	City of Lincoln	B- Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	\$10,000,000	\$11,038,129	2020-2025	Planned
PLA18810	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening A	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	\$7,800,000	\$8,194,875	2020-2025	Planned
PLA18790	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	\$8,992,396	\$10,689,133	2026-2030	Planned
PLA25771	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	\$2,519,661	\$2,922,034	2026-2030	Planned
PLA25747	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	\$1,961,358	\$2,164,972	2020-2025	Planned
PLA25746	City of Lincoln	G- System Management, Operations, and ITS	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements	\$4,241,250	\$5,167,551	2026-2030	Planned
PLA25739	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	\$3,625,000	\$4,001,322	2020-2025	Planned
PLA25169	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road	Widen Ferrari Ranch Road from 2 to 4 lanes from 0.2 miles west of Ingram Pkwy to 0.1 miles north of SR-193	\$5,412,211	\$5,686,204	2020-2025	Planned

## 2.0

## PROJECT DESCRIPTION

PLA25467	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from Caledon Circle West to Moore Road (Village 7 boundary).	\$3,255,522	\$3,420,333	2020-2025	Planned
PLA25769	City of Lincoln	B- Road & Highway Capacity	Fiddymment Road Expansion	Widen Fiddymment Road to 6 lanes from Moore Road to Athens Ave	\$24,990,495	\$36,193,688	2031-2035	Planned
PLA25736	City of Lincoln	B- Road & Highway Capacity	Fiddymment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddymment Road across Orchard Creek	\$4,350,000	\$5,044,666	2026-2030	Planned
PLA25668	City of Lincoln	C- Maintenance & Rehabilitation	Joiner Parkway Repaving Project	In Lincoln; from Moore Road to Venture Drive on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	\$3,071,654	\$0	2020-2025	Programmed
PLA25164	City of Lincoln	B- Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	\$7,001,921	\$11,473,463	2036-2040	Planned
PLA25677	City of Lincoln	C- Maintenance & Rehabilitation	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.. Toll Credits for ENG, CON	\$1,566,000	\$0	2020-2025	Programmed
PLA25775	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	\$9,880,000	\$12,037,821	2026-2030	Planned

## PROJECT DESCRIPTION 2.0

PLA18710	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	\$4,233,719	\$6,284,980	2036-2040	Planned
PLA25645	City of Lincoln	A- Bike & Ped	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	\$1,469,458	\$0	2020-2025	Programmed
PLA25732	City of Lincoln	B- Road & Highway Capacity	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	\$2,809,772	\$4,069,388	2031-2035	Planned
PLA25733	City of Lincoln	B- Road & Highway Capacity	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	\$7,954,197	\$8,779,945	2020-2025	Planned
PLA25705	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	\$9,249,021	\$9,717,253	2020-2025	Planned
PLA25714	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	\$5,729,091	\$6,980,341	2026-2030	Planned
PLA25745	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	\$2,296,256	\$3,325,663	2031-2035	Planned
PLA25540	City of Lincoln	C- Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	\$14,472,000	\$0	2020-2025	Programmed
PLA25652	City of Lincoln	B- Road & Highway Capacity	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 4-lane bridge, including the McBean Park Bridge at Auburn Ravine.	\$11,818,131	\$0	2020-2025	Programmed

## 2.0

## PROJECT DESCRIPTION

PLA25737	City of Lincoln	B- Road & Highway Capacity	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddymont Road to 0.5 miles east of existing Nelson Lane	\$4,493,949	\$7,363,859	2036-2040	Planned
PLA25768	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	\$8,700,000	\$10,089,333	2026-2030	Planned
PLA25595	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	\$12,114,449	\$13,372,085	2020-2025	Planned
PLA25734	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	\$40,600,000	\$51,971,432	2026-2030	Planned
PLA25735	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	\$6,772,102	\$9,808,023	2031-2035	Planned
PLA15970	City of Lincoln	B- Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	\$3,999,142	\$5,791,950	2031-2035	Planned
PLA25305	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension	Construct New Road: Oak Tree Lane, 4 lanes between McBean Park Dr. and Ferrari Ranch Road.	\$8,471,567	\$8,900,440	2020-2025	Planned
PLA25743	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	\$1,332,543	\$0	2036-2040	Planned
PLA25742	City of Lincoln	B- Road & Highway Capacity	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	\$7,975,000	\$9,716,763	2026-2030	Planned
PLA25773	City of Lincoln	B- Road & Highway Capacity	Oak Tree Lane Southern Widening	Widen 1 lane on Oak Tree Ln. from McBean Park Dr. to 0.35 miles south of McBean Park Dr	\$754,835	\$754,835	2020-2025	Planned

**PROJECT DESCRIPTION** 2.0

PLA25823	City of Lincoln	C- Maintenance & Rehabilitation	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 1,400,000 annually)	\$28,000,000	\$45,881,260	2036-2040	Planned
PLA25646	City of Lincoln	C- Maintenance & Rehabilitation	Street Resurfacing	On 1st (First) Street between Lincoln Boulevard and R Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	\$1,671,954	\$0	2020-2025	Programmed
PLA19020	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr. from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	\$1,981,120	\$2,354,929	2026-2030	Planned
PLA20760	City of Lincoln	C- Maintenance & Rehabilitation	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	\$1,430,909	\$1,579,456	2020-2025	Planned
<b>CITY OF ROCKLIN</b>								
PLA19260	City of Rocklin	B- Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	\$11,000,000	\$16,329,562	2036-2040	Planned
PLA25722	City of Rocklin	B- Road & Highway Capacity	Monument Springs	2-lane extension and 2-lane bridge	\$2,147,226	\$2,255,929	2020-2025	Planned
PLA25635	City of Rocklin	C- Maintenance & Rehabilitation	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout : (Toll Credits for PE, ROW, CON).(Emission Benefits kg/day: ROG 0.26; NOx 0.21; PM2.5 0.01).. Toll Credits for ENG, ROW, CON	\$2,707,607	\$0	2020-2025	Programmed
PLA25272	City of Rocklin	B- Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	\$240,000	\$347,592	2031-2035	Planned

## 2.0

## PROJECT DESCRIPTION

PLA25718	City of Rocklin	B- Road & Highway Capacity	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	\$5,251,927	\$8,605,894	2036-2040	Planned
PLA25712	City of Rocklin	G- System Management, Operations, and ITS	Rocklin Rd. & Pacific Ave.	On Rocklin Rd. & Pacific Avenue construct ITS Master Plan downtown improvements.	\$4,000,000	\$4,202,500	2020-2025	Planned
PLA25273	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	\$372,266	\$421,185	2020-2025	Planned
PLA19401	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening A	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on-ramps to Sierra College Blvd: widen from 4 to 6 lanes.	\$1,534,000	\$2,221,689	2031-2035	Planned
PLA25345	City of Rocklin	B- Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	\$26,150,000	\$29,586,325	2020-2025	Planned
PLA15400	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguilar Tributary.	\$3,800,000	\$5,503,533	2031-2035	Planned
PLA20460	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	\$2,750,000	\$3,982,820	2031-2035	Planned
PLA25721	City of Rocklin	B- Road & Highway Capacity	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	\$3,565,550	\$5,163,980	2031-2035	Planned
PLA25824	City of Rocklin	C- Maintenance & Rehabilitation	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 5,400,000 annually)	\$108,000,000	\$176,970,576	2036-2040	Planned

## PROJECT DESCRIPTION 2.0

PLA17820	City of Rocklin	G- System Management, Operations, and ITS	Sunset Blvd. & Sierra College Blvd.	On Sunset Blvd. & Sierra College Blvd. construct ITS Master Plan improvements.	\$4,000,000	\$4,000,000	2020-2025	Planned
PLA25156	City of Rocklin	B- Road & Highway Capacity	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	\$1,100,000	\$1,593,128	2031-2035	Planned
PLA15620	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Stanford Ranch Road to Pacific Street, including Bridge of UPRR.	\$4,177,406	\$6,845,166	2036-2040	Planned
PLA25268	City of Rocklin	B- Road & Highway Capacity	University Avenue Phase 1	University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting.	\$2,300,000	\$2,300,000	2020-2025	Programmed
PLA25151	City of Rocklin	B- Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	\$3,500,000	\$3,677,188	2020-2025	Planned
PLA19290	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from Old Ranch House Rd. to Whitney Oaks Dr.	\$12,428,000	\$14,772,987	2026-2030	Planned
PLA25751	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to University Avenue.	\$3,083,809	\$3,489,047	2020-2025	Planned
<b>CITY OF ROSEVILLE</b>								
PLA25647	City of Roseville	B- Road & Highway Capacity	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	\$8,380,000	\$0	2020-2025	Programmed
PLA25763	City of Roseville	B- Road & Highway Capacity	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	\$4,000,000	\$4,307,563	2020-2025	Planned

2.0

PROJECT DESCRIPTION

PLA15660	City of Roseville	B- Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	\$6,106,889	\$0	2020-2025	Programmed
PLA15100	City of Roseville	B- Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddymment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	\$7,852,055	\$0	2020-2025	Programmed
PLA25758	City of Roseville	A- Bike & Ped	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	\$45,000,000	\$73,737,740	2036-2040	Planned
PLA25528	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westbrook Dr ., Including south half of a 6-lane bridge over Kaseberg Creek.	\$6,000,000	\$0	2020-2025	Programmed
PLA25539	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	\$6,350,000	\$0	2026-2030	Programmed
PLA25752	City of Roseville	B- Road & Highway Capacity	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	\$23,000,000	\$25,387,696	2020-2025	Planned
PLA25707	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	\$5,700,000	\$7,296,482	2026-2030	Planned
PLA25753	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	\$1,600,000	\$2,048,135	2026-2030	Planned
PLA25754	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westpark to Fiddymment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddymment Rd.	\$3,000,000	\$3,840,254	2026-2030	Planned
PLA25710	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Woodcreek Oaks to Foothills	North of Pleasant Grove Blvd., construct 1 additional westbound lane to widen Blue Oaks to a construct 8 Lane Roadway from Woodcreek Oaks Blvd to Foothills Blvd	\$500,000	\$640,042	2026-2030	Planned



**PROJECT DESCRIPTION** 2.0

PLA19910	City of Roseville	A- Bike & Ped	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	\$11,790,629	\$0	2020-2025	Programmed
PLA25318	City of Roseville	B- Road & Highway Capacity	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	\$4,000,000	\$4,873,612	2026-2030	Planned
PLA25666	City of Roseville	C- Maintenance & Rehabilitation	Fleet Rehabilitation	Rehabilitation of ten (10) buses to extend the useful life of the vehicles. (Transportation Development Credits/Toll Credits for CON). Toll Credits for CON	\$3,000,000	\$0	2020-2025	Programmed
PLA25716	City of Roseville	A- Bike & Ped	Mahany Park Trail	Construct approximately 1 .1 miles of Class I trail through Open Space behind Mahany Park to Fiddymt Road.	\$2,000,000	\$2,153,781	2020-2025	Planned
PLA25527	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	\$5,300,000	\$0	2020-2025	Programmed
PLA15760	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, from Foothills Blvd to Wood Creek Oaks, widen Pleasant Grove Blvd from 4 to 6 lanes.	\$4,200,000	\$4,751,914	2020-2025	Planned
PLA25713	City of Roseville	E- Transit Capital (Minor)	Purchase 3 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	\$450,000	\$450,000	2020-2025	Planned
PLA25756	City of Roseville	E- Transit Capital (Minor)	Purchase 3 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 buses to replace existing buses used on our local fixed route transit system.	\$2,000,000	\$2,000,000	2020-2025	Planned
PLA25715	City of Roseville	C- Maintenance & Rehabilitation	Purchase 8 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 8 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	\$1,200,000	\$1,230,000	2020-2025	Planned
PLA25711	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd. The segment will	\$22,500,000	\$25,456,685	2020-2025	Planned

## 2.0

## PROJECT DESCRIPTION

				include a bridge over Industrial Blvd. and the UPRR tracks.				
PLA25762	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Widening @ Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	\$8,000,000	\$8,615,125	2020-2025	Planned
PLA15850	City of Roseville	B- Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	\$2,500,000	\$0	2020-2025	Programmed
PLA25825	City of Roseville	C- Maintenance & Rehabilitation	Street & Road Maintenance, Roseville	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 14,400,000 annually)	\$288,000,000	\$471,921,535	2036-2040	Planned
PLA15911	City of Roseville	B- Road & Highway Capacity	Taylor Rd. Operational Improvements B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	\$17,200,000	\$25,533,497	2036-2040	Planned
PLA25538	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial A	In Roseville, from just west of Upland Dr., to Westbrook Blvd, construct new 4-lane arterial.	\$2,500,000	\$3,711,264	2020-2025	Programmed
PLA25820	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Sierra Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	\$5,500,000	\$6,222,745	2020-2025	Planned
PLA25673	City of Roseville	C- Maintenance & Rehabilitation	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	\$2,438,000	\$0	2020-2025	Programmed
PLA25501	City of Roseville	B- Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ	\$32,612,000	\$0	2020-2025	Programmed

**PROJECT DESCRIPTION** 2.0

				funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)				
PLA25483	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddymont Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	\$7,500,000	\$8,485,562	2020-2025	Planned
PLA25481	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. B	Construct New Road: west of Fiddymont and north of Blue Oaks in proposed new Creekview Specific Plan.	\$6,000,000	\$8,907,034	2036-2040	Planned
PLA25755	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. between Blue Oaks and Pleasant Grove.	Construct 4 lane of ultimate 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd.	\$4,500,000	\$4,500,000	2020-2025	Planned
<b>PLACER COUNTY TRANSPORTATION PLANNING AGENCY</b>								
PLA25626	PCTPA	G- System Management, Operations, and ITS	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County	\$250,000,000	\$819,308,220	2036-2040	Planned
PLA25588	PCTPA	A- Bike & Ped	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	\$40,000,000	\$65,544,658	2036-2040	Planned
PLA25632	PCTPA	E- Transit Capital (Vehicles)	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	\$63,153,000	\$103,483,544	2036-2040	Planned
PLA25587	PCTPA	A- Bike & Ped	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	\$52,000,000	\$85,208,055	2036-2040	Planned
PLA25586	PCTPA	G- System Management, Operations, and ITS	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	\$20,000,000	\$32,772,329	2036-2040	Planned
PLA25670	PCTPA	A- Bike & Ped	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations (Emissions Benefit in kg/day: ROG	\$13,800,000	\$0	2020-2025	Programmed

2.0

PROJECT DESCRIPTION

				0.06, NOx 0.04, PM2.5 0.01). Toll Credits for PE and ROW.. Toll Credits for ENG, ROW				
PLA25576	PCTPA	G- System Management, Operations, and ITS	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (Toll credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	\$18,655,000	\$0	2020-2025	Programmed
PLA25440	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-OH260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-OF352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.	\$53,283,200	\$0	2020-2025	Programmed
PLA25649	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and	\$250,000,000	\$0	2026-2030	Programmed

PROJECT DESCRIPTION 2.0

				widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.				
PLA25602	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	\$100,000,000	\$144,829,817	2031-2035	Planned
PLA25603	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	\$95,000,000	\$155,668,562	2036-2040	Planned
PLA Regional Service Expansion Lump Sum 1	PCTPA	F- Transit O&M (Bus)	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	\$475,000,000	\$778,342,809	2036-2040	Planned
PLA25634	PCTPA	E- Transit Capital (Major)	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1-CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	\$82,526,000	\$135,228,460	2036-2040	Planned
PLA25585	PCTPA	F- Transit O&M (BRT & Express)	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs (\$5,704,000) specifically for a three route BRT system for Fiscal years 2023-2040 for a TBD transit operator.	\$142,600,001	\$233,666,706	2036-2040	Planned
PLA25468	PCTPA	C- Maintenance & Rehabilitation	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County	\$1,256,813	\$0	2020-2025	Programmed

## 2.0

## PROJECT DESCRIPTION

				Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON				
PLA25543	PCTPA	C- Maintenance & Rehabilitation	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	\$2,703,927	\$0	2020-2025	Programmed
PLA25631	PCTPA	F- Transit O&M (Bus)	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	\$224,910,000	\$368,541,224	2036-2040	Planned
PLA25413	PCTPA	D-Programs & Planning	Planning, Programming, Monitoring 2011-2019	PCTPA plan, program, monitor (PPM) for RTPA related activities.	\$1,455,000	\$0	2020-2025	Programmed
PLA25529	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp, (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	\$12,750,000	\$0	2020-2025	Programmed
PLA25637	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	\$35,250,000	\$39,882,140	2020-2025	Planned

## PROJECT DESCRIPTION 2.0

PLA25638	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	\$12,000,000	\$15,361,015	2026-2030	Planned
PLA25826	PCTPA	C- Maintenance & Rehabilitation	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$52,000,000 annually)	\$500,000,000	\$1,704,161,098	2036-2040	Planned
<b>PLACER COUNTY</b>								
PLA15105	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	\$19,200,000	\$0	2020-2025	Programmed
PLA25463	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	\$29,000,000	\$0	2020-2025	Programmed
PLA25671	Placer County	G- System Management, Operations, and ITS	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts. PE Only. Total Project Cost is \$7.5 million. (Emission Benefits in kg/day: ROG 0.25, NOx 0.19, PM2.5 0.01).. Toll Credits for ENG	\$7,500,000	\$0	2026-2030	Programmed
PLA25448	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge, north of 19C-61	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	\$3,637,018	\$0	2020-2025	Programmed
PLA25447	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge, south of 19C-62	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	\$3,248,002	\$0	2020-2025	Programmed
PLA25536	Placer County	C- Maintenance & Rehabilitation	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$5,000,000	\$0	2020-2025	Programmed

## 2.0

## PROJECT DESCRIPTION

PLA25663	Placer County	A- Bike & Ped	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	\$249,700	\$0	2020-2025	Programmed
PLA25449	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	\$10,400,000	\$0	2020-2025	Programmed
PLA25474	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	\$6,050,000	\$0	2020-2025	Programmed
PLA18390	Placer County	B- Road & Highway Capacity	Dyer Lane Extension	Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddymment Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan.	\$10,025,700	\$11,343,159	2020-2025	Planned
PLA25725	Placer County	B- Road & Highway Capacity	Education Street	Construct 2 lane roadway and signal modifications - east of SR 49 to Quartz Drive	\$3,835,900	\$4,234,116	2020-2025	Planned
PLA25130	Placer County	B- Road & Highway Capacity	Fiddymment Road Widening	Widen Fiddymment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	\$11,550,000	\$14,784,976	2026-2030	Planned
PLA15220	Placer County	B- Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	\$8,452,200	\$10,819,531	2026-2030	Planned
PLA25541	Placer County	C- Maintenance & Rehabilitation	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$6,672,600	\$0	2020-2025	Programmed
PLA25661	Placer County	C- Maintenance & Rehabilitation	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$6,200,000	\$0	2020-2025	Programmed
PLA25479	Placer County	B- Road & Highway Capacity	New Road: 16th St.	Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd.	\$7,118,300	\$8,053,703	2020-2025	Planned



**PROJECT DESCRIPTION** 2.0

PLA15270	Placer County	B- Road & Highway Capacity	North Antelope Rd.	North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	\$1,704,300	\$2,792,694	2036-2040	Planned
PLA15300	Placer County	B- Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	\$12,244,300	\$15,673,739	2026-2030	Planned
PLA18490	Placer County	B- Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	\$13,085,000	\$0	2020-2025	Programmed
PLA25759	Placer County	F- Transit O&M (Bus)	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	\$6,000,000	\$6,788,449	2020-2025	Planned
PLA25761	Placer County	F- Transit O&M (Bus)	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	\$2,500,000	\$2,828,521	2020-2025	Planned
PLA25760	Placer County	F- Transit O&M (Bus)	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	\$4,000,000	\$4,525,633	2020-2025	Planned
PLA25299	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	\$70,000,000	\$0	2020-2025	Programmed
PLA25337	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddymment Road. Includes signalized intersections at Fiddymment Rd.	\$14,500,000	\$17,235,943	2026-2030	Planned
PLA20350	Placer County	B- Road & Highway Capacity	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	\$6,902,600	\$11,310,714	2036-2040	Planned

## 2.0

## PROJECT DESCRIPTION

PLA25726	Placer County	B- Road & Highway Capacity	Richardson Drive	Construct 2 lane roadway - connection between Dry Creek Road and Bell Road	\$6,243,200	\$7,063,608	2020-2025	Planned
PLA15390	Placer County	B- Road & Highway Capacity	Sierra College Blvd. Widening A	Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits.	\$15,400,000	\$17,423,686	2020-2025	Planned
PLA25598	Placer County	B- Road & Highway Capacity	SR 49 Widening A	Widen from 4 lanes to 6 lanes Bell Road to Locksley Lane	\$8,350,650	\$9,447,994	2020-2025	Planned
PLA25628	Placer County	B- Road & Highway Capacity	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	\$9,595,600	\$13,897,290	2031-2035	Planned
PLA25630	Placer County	G- System Management, Operations, and ITS	SR49 Signalizations/Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	\$5,705,100	\$8,469,253	2036-2040	Planned
PLA25827	Placer County	C- Maintenance & Rehabilitation	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$19,000,000 annually)	\$380,000,000	\$622,674,247	2036-2040	Planned
PLA25170	Placer County	B- Road & Highway Capacity	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	\$6,365,000	\$0	2020-2025	Programmed
PLA25044	Placer County	B- Road & Highway Capacity	Sunset Blvd. Widening A	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	\$37,500,000	\$0	2020-2025	Programmed
PLA25584	Placer County	A- Bike & Ped	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	\$8,000,000	\$9,051,266	2020-2025	Planned

**PROJECT DESCRIPTION**      **2.0**

PLA25506	Placer County	C- Maintenance & Rehabilitation	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge. Toll Credits for CON	\$45,247,021	\$0	2020-2025	Programmed
PLA15420	Placer County	B- Road & Highway Capacity	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	\$13,781,700	\$0	2020-2025	Programmed
PLA25535	Placer County	B- Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	\$19,892,750	\$0	2020-2025	Programmed
PLA20700	Placer County	B- Road & Highway Capacity	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.	\$14,582,700	\$16,498,987	2020-2025	Planned
PLA25513	Placer County	C- Maintenance & Rehabilitation	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	\$4,876,390	\$0	2020-2025	Programmed
PLA25505	Placer County	C- Maintenance & Rehabilitation	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	\$23,938,000	\$0	2020-2025	Programmed
<b><i>SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY</i></b>								
PLA25592	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddymnt Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	\$85,000,000	\$126,182,978	2036-2040	Planned
<b><i>TOWN OF LOOMIS</i></b>								
PLA25264	Town of Loomis	A- Bike & Ped	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	\$50,000	\$74,225	2036-2040	Planned
PLA25277	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	\$50,000	\$74,225	2036-2040	Planned

## 2.0

## PROJECT DESCRIPTION

PLA15290	Town of Loomis	B- Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	\$200,000	\$205,000	2020-2025	Planned
PLA25261	Town of Loomis	C- Maintenance & Rehabilitation	I-80/Brace Road Overcrossing Improvements	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	\$1,000,000	\$1,484,506	2036-2040	Planned
PLA25262	Town of Loomis	G- System Management, Operations, and ITS	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	\$500,000	\$742,253	2036-2040	Planned
PLA25279	Town of Loomis	C- Maintenance & Rehabilitation	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$10,000	\$14,845	2036-2040	Planned
PLA25278	Town of Loomis	C- Maintenance & Rehabilitation	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	\$60,000	\$63,038	2020-2025	Planned
PLA25274	Town of Loomis	C- Maintenance & Rehabilitation	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$40,000	\$47,547	2026-2030	Planned
PLA25263	Town of Loomis	A- Bike & Ped	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	\$60,000	\$71,321	2026-2030	Planned
PLA25280	Town of Loomis	C- Maintenance & Rehabilitation	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	\$40,000	\$47,547	2026-2030	Planned
PLA20890	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Widening C	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	\$5,899,180	\$9,666,493	2036-2040	Planned
PLA20960	Town of Loomis	B- Road & Highway Capacity	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	\$3,600,000	\$3,600,000	2020-2025	Planned

**PROJECT DESCRIPTION** **2.0**

PLA25828	Town of Loomis	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 634,000 annually)	\$12,680,000	\$20,777,656	2036-2040	Planned
PLA25269	Town of Loomis	C- Maintenance & Rehabilitation	Taylor Rd. Operational Improvements A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, \$800,000.	\$230,000	\$241,644	2020-2025	Planned
<b>WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY</b>								
PLA25594	Western Placer Consolidated Transportation Service Agency	E- Transit Capital (Major)	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	\$55,490,317	\$90,927,346	2036-2040	Planned
PLA25593	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Demand Response)	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	\$28,233,907	\$46,264,544	2036-2040	Planned

SOURCE: PCTPA, 2019.

**THE FINANCIALLY UNCONSTRAINED PROJECT**

A listing of the financially unconstrained (Tier 2) projects is described in Table 2.3-2 below.

## 2.0

## PROJECT DESCRIPTION

TABLE 2.3-2: FINANCIALLY UNCONSTRAINED PROJECTS SUMMARY (TIER 2)

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 DOLLARS)	COMPLETION TIMING	STATUS
<b>CALTRANS</b>							
CAL21227	Caltrans D3	G- System Management, Operations, and ITS	49 Corridor - Roundabouts/ Median Barrier	Construct median barrier between Lorenson Rd and Lonestar Rd and roundabouts at Lorenson Rd and Lone Star Rd intersections. (EA 4H600)	\$21,800,000	Post-2040	Project Development Only
CAL20831	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Safety Corridor Improvements	Route 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	-	Post-2040	Project Development Only
CAL20830	Caltrans D3	G- System Management, Operations, and ITS	I-80 Managed Lanes from Yolo/Sac County line to the I-80/SR65 IC	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-	Post-2040	Project Development Only
CAL20630	Caltrans D3	B- Road & Highway Capacity	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)(PM R4.160-17.374)	\$2,000,000	Post-2040	Project Development Only
CAL21000	Caltrans D3	G- System Management, Operations, and ITS	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct capacity & operational improvements to interchange.	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct operational improvements to interchange. SHOPP ID 18145	\$4,850,000	Post-2040	Project Development Only
CAL20837	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	\$2,160,000	Post-2040	Project Development Only

PROJECT DESCRIPTION 2.0

			dedicated left turn phasing and lanes to minor approaches.				
CAL20986	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	\$7,000,000	Post-2040	Project Development Only
CAL20981	Caltrans D3	G- System Management, Operations, and ITS	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	\$5,000,000	Post-2040	Project Development Only
CAL20633	Caltrans D3	B- Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	\$55,000,000	Post-2040	Project Development Only
PLA25136	Caltrans D3	B- Road & Highway Capacity	SR 267 Widening	In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from Nevada County line to Northstar Drive (PM 0.0/3.76).	\$10,000,000	Post-2040	Post-2040
CAL20640	Caltrans Division of Rail	E- Transit Capital (Major)	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	\$30,000,000	Post-2040	Project Development Only
<b>CAPITOL CORRIDOR JPA</b>							
VAR56135	Capitol Corridor Joint Powers Authority	E- Transit Capital (Minor)	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: \$120,720,000)	\$9,647,942	Post-2040	Project Development Only

## 2.0

## PROJECT DESCRIPTION

<b>CITY OF AUBURN</b>							
PLA25234	City of Auburn	B- Road & Highway Capacity	Baltimore Ravine Development	Construct New Road: various roadways in the Baltimore Ravine area of Auburn. Includes: widening and construction of new local roadways as a result of new development.	\$200,000	Post-2040	Post-2040
<b>CITY OF LINCOLN</b>							
PLA20740	City of Lincoln	B- Road & Highway Capacity	Airport Rd.	Construct New Road: 4 lanes from Northwest Rd. to Wise Rd. and from Nicolaus Rd to Southern extension. Widen Airport Rd from 2 to 4 lanes from Northwest Rd to Nicolaus Rd.	\$12,781,053	Post-2040	Post-2040
PLA25738	City of Lincoln	B- Road & Highway Capacity	Athens Avenue Expansion	Construct New / Widen: Athens Avenue to 4 lanes from 0.5 miles west of Dowd Road to Fiddymment Road	\$11,380,870	Post-2040	Post-2040
PLA18650	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd. Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	\$3,150,192	Post-2040	Project Development Only
PLA25304	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd. Extension to Wise Rd	Road Extension: 4 lanes from Venture Dr. to Wise Rd.	\$6,618,670	Post-2040	Post-2040
PLA25770	City of Lincoln	B- Road & Highway Capacity	Catlett Road Expansion	Widen Catlett Road to 4 lanes from 0.5 miles west of Dowd Road to Fiddymment Road	\$16,742,329	Post-2040	Post-2040
PLA25731	City of Lincoln	B- Road & Highway Capacity	Dowd Road Auburn Ravine Bridge	Construct 4 lane bridge on Dowd Road across Auburn Ravine	\$7,250,000	Post-2040	Post-2040
PLA25766	City of Lincoln	B- Road & Highway Capacity	Dowd Road Markham Ravine Bridge	Construct 4 lane bridge on Dowd Road across Markham Ravine	\$5,800,000	Post-2040	Post-2040
PLA25730	City of Lincoln	B- Road & Highway Capacity	Dowd Road Stream Bridge	Construct 4 lane bridge on Dowd Road across stream	\$4,350,000	Post-2040	Post-2040
PLA25767	City of Lincoln	B- Road & Highway Capacity	Dowd Road Widening	Widen Dowd Road from 2 lanes to 6 lanes from Athens Ave to "widening" (approx. 0.25 miles north of Catlett Rd)	\$10,581,952	Post-2040	Post-2040



**PROJECT DESCRIPTION** 2.0

PLA25729	City of Lincoln	B- Road & Highway Capacity	Dowd Road, Road Realignment, Widening, and extension	Road Realignment, Widening, and extension: 4 lanes from old intersection of Wise Rd and Dowd Rd to "widening" (approx. 0.25 miles north of Catlett Rd.	\$34,263,346	Post-2040	Post-2040
PLA20780	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway A	Construct new 2 lane road from E. 10th Street to Gladding Road	\$8,532,980	Post-2040	Post-2040
PLA25772	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway B	Construct new 2 lane road from Gladding Road to Nicolaus Road / 9th Street	\$2,776,952	Post-2040	Post-2040
PLA25741	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway Overcrossing	Construct new 2 lane overpass on Gladding Parkway over UPRR and Lincoln Blvd	\$8,855,935	Post-2040	Post-2040
PLA25776	City of Lincoln	B- Road & Highway Capacity	Gladding Road	Widen Gladding Road from 2 to 4 lanes from Oak Tree Ln to Wise Road	\$988,108	Post-2040	Post-2040
PLA18720	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd. Widening B	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from 12 Bridges Dr. to Athens Blvd.	\$6,596,957	Post-2040	Post-2040
PLA25728	City of Lincoln	B- Road & Highway Capacity	Nicolaus Road A	Widen Nicolaus Road from 2 lanes to 6 lanes from Dowd Road to 0.15 miles west of Airport Road	\$6,841,216	Post-2040	Post-2040
PLA25727	City of Lincoln	B- Road & Highway Capacity	Nicolaus Road B	Widen Nicolaus Road from 2 lanes to 4 lanes from Airport Road to 0.15 miles west of Airport Road, and from Dowd Road to William Road	\$5,140,253	Post-2040	Post-2040
PLA25765	City of Lincoln	B- Road & Highway Capacity	Nicolaus Road Interchange	Interchange at Nicolaus Road and SR-65	\$23,200,000	Post-2040	Post-2040
PLA25774	City of Lincoln	B- Road & Highway Capacity	Northwest Road	Construct New Road: 4 lanes, Northwest Road from Dowd Road to Airport Road	\$1,286,012	Post-2040	Post-2040

## 2.0

## PROJECT DESCRIPTION

PLA25764	City of Lincoln	B- Road & Highway Capacity	Northwest Road Overcrossing	Overcrossing at Northwest Road and SR-65	\$6,960,000	Post-2040	Post-2040
PLA25744	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension Phase 3	Construct New Road: Oak Tree Lane, 4 lanes between Fox Ln. and Lincoln Blvd.	\$15,730,222	Post-2040	Post-2040
PLA25166	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr. Widening B	Widen: 4-6 lanes from Hwy. 65 Interchange to Lincoln Pkwy.	\$225,200	Post-2040	Post-2040
PLA25740	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Interchange	Interchange at Twelve Bridges and SR-65	\$5,089,500	Post-2040	Post-2040
PLA25310	City of Lincoln	B- Road & Highway Capacity	Wise Rd.	Road Realignment and Widening: 2 lanes to 6 lanes from Access Rd (approx. 0.25 miles NE of Lincoln Blvd) to Dowd Rd	\$23,433,432	Post-2040	Post-2040
PLA25748	City of Lincoln	B- Road & Highway Capacity	Wise Road	Road Realignment and Widening: 2 lanes to 4 lanes from McCourtney Rd to Access Rd (approximately 0.25 miles NE of Lincoln Blvd)	\$10,603,137	Post-2040	Post-2040
PLA25749	City of Lincoln	B- Road & Highway Capacity	Wise Road Interchange	Interchange at Wise Road and SR-65	\$31,900,000	Post-2040	Post-2040
PLA25777	City of Lincoln	B- Road & Highway Capacity	Wise Road Overcrossing	Overcrossing at Wise Road and Lincoln Blvd	\$9,048,000	Post-2040	Post-2040
<b>CITY OF ROCKLIN</b>							
PLA25720	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening B	Widen Rocklin Rd. to 6 lanes from I-80 WB Ramps to West of Granite Drive.	\$236,875	Post-2040	Post-2040
<b>CITY OF ROSEVILLE</b>							
PLA19810	City of Roseville	B- Road & Highway Capacity	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson	\$7,000,000	Post-2040	Project Development Only

**PROJECT DESCRIPTION** 2.0

				(mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.			
PLA15740	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Widen: 6 lanes from Berry to Roseville Pkwy.	\$1,500,000	Post-2040	Post-2040
PLA15600	City of Roseville	B- Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	\$5,000,000	Post-2040	Project Development Only
<b>PLACER COUNTY TRANSPORTATION PLANNING AGENCY</b>							
PLA25719	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	\$55,000,000	Post-2040	Project Development Only
<b>PLACER COUNTY</b>							
PLA15070	Placer County	B- Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	\$60,000,000	Post-2040	Project Development Only
PLA25127	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	\$22,000,000	Post-2040	Project Development Only
PLA25757	Placer County	B- Road & Highway Capacity	Dyer Lane Widening	Widen Dyer Lane from Baseline Rd at Brewer Rd to Baseline Road near Fiddymont from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	\$10,025,700	Post-2040	Project Development Only
PLA20690	Placer County	B- Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	\$2,434,000	Post-2040	Project Development Only

## 2.0

## PROJECT DESCRIPTION

PLA25724	Placer County	B- Road & Highway Capacity	SR 49 Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road	\$8,350,650	Post-2040	Project Development Only
<b><i>SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY</i></b>							
PLA20721	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	\$295,000,000	Post-2040	Project Development Only
<b><i>TOWN OF LOOMIS</i></b>							
PLA25260	Town of Loomis	B- Road & Highway Capacity	Barton Rd. Widening	Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes.	\$210,000	Post-2040	Post-2040
PLA25259	Town of Loomis	B- Road & Highway Capacity	Brace Rd.	Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	Post-2040	Post-2040
PLA25258	Town of Loomis	B- Road & Highway Capacity	Brace Rd. / Horseshoe Bar Rd.	Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements.	\$60,000	Post-2040	Post-2040
PLA25708	Town of Loomis	B- Road & Highway Capacity	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	Post-2040	Project Development Only
PLA16350	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road at I-80 Overcrossing Widening	Widen Horseshoe Bar Rd. @ I-80 overcrossing 2 to 4 lanes and improve ramps.	\$15,000,000	Post-2040	Post-2040
PLA25597	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road Widening	Widen from Taylor Rd. to Highway 80 Interchange 2000 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$800,000	Post-2040	Post-2040
PLA15350	Town of Loomis	B- Road & Highway Capacity	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	\$1,200,000	Post-2040	Project Development Only

PLA20510	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	\$3,000,000	Post-2040	Project Development Only
PLA25600	Town of Loomis	B- Road & Highway Capacity	Webb St. Extension	Extend from Laird St. to future Doc Barnes Dr. 1800 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$1,000,000	Post-2040	Post-2040

SOURCE: PCTPA, 2019.

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The total cost for tier 1 projects identified in the 2040 RTP is \$10.3 billion (in year of expenditure dollars). The total cost for tier 2 projects identified in the 2040 RTP is \$855 million.

## 2.4 USES OF THE EIR AND REQUIRED AGENCY APPROVALS

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the 2040 RTP.

### PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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The PCTPA is the lead agency for the 2040 RTP. The 2040 RTP will be presented to PCTPA's Board for comment, review, and recommendations. The PCTPA Board has the sole discretionary authority to adopt the 2040 RTP. In order to approve the 2040 RTP, the PCTPA Board would consider the following actions:

- Certification of the 2040 Regional Transportation Plan EIR;
- Adoption of required CEQA findings for the above action;
- Adoption of a Mitigation Monitoring and Reporting Program; and
- Adoption of the 2040 Regional Transportation Plan.

### Subsequent Use of the EIR

This EIR provides a review of environmental effects associated with implementation of the 2040 RTP. Agencies considering approval of subsequent activities under the 2040 RTP project would utilize this EIR as the basis in determining potential environmental effects and the appropriate level of environmental review of a subsequent activity.

The PCTPA and jurisdictions within the PCTPA's jurisdiction, including Caltrans District 3, Placer County, the cities of Roseville, Rocklin, Lincoln, Auburn, Colfax, and the town of Loomis, may perform or consider the following subsequent activities to implement the 2040 RTP:

- Tier off of this EIR for project-level environmental analysis;
- Further focused feasibility, planning and design studies;
- Various fee and financing programs; and
- Carrying out various infrastructure improvement projects.

### OTHER GOVERNMENTAL AGENCY APPROVALS

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The PCTPA approval of the 2040 RTP would not require any actions by other public agencies. Subsequent infrastructure projects and other actions to support implementation of the 2040 RTP would require actions, including permits and approvals, by other public agencies that may include, but are not necessarily limited to:

- California Department of Fish and Wildlife (CDFW) approval of potential future streambed alteration agreements, pursuant to Fish and Game Code. Approval of any future potential

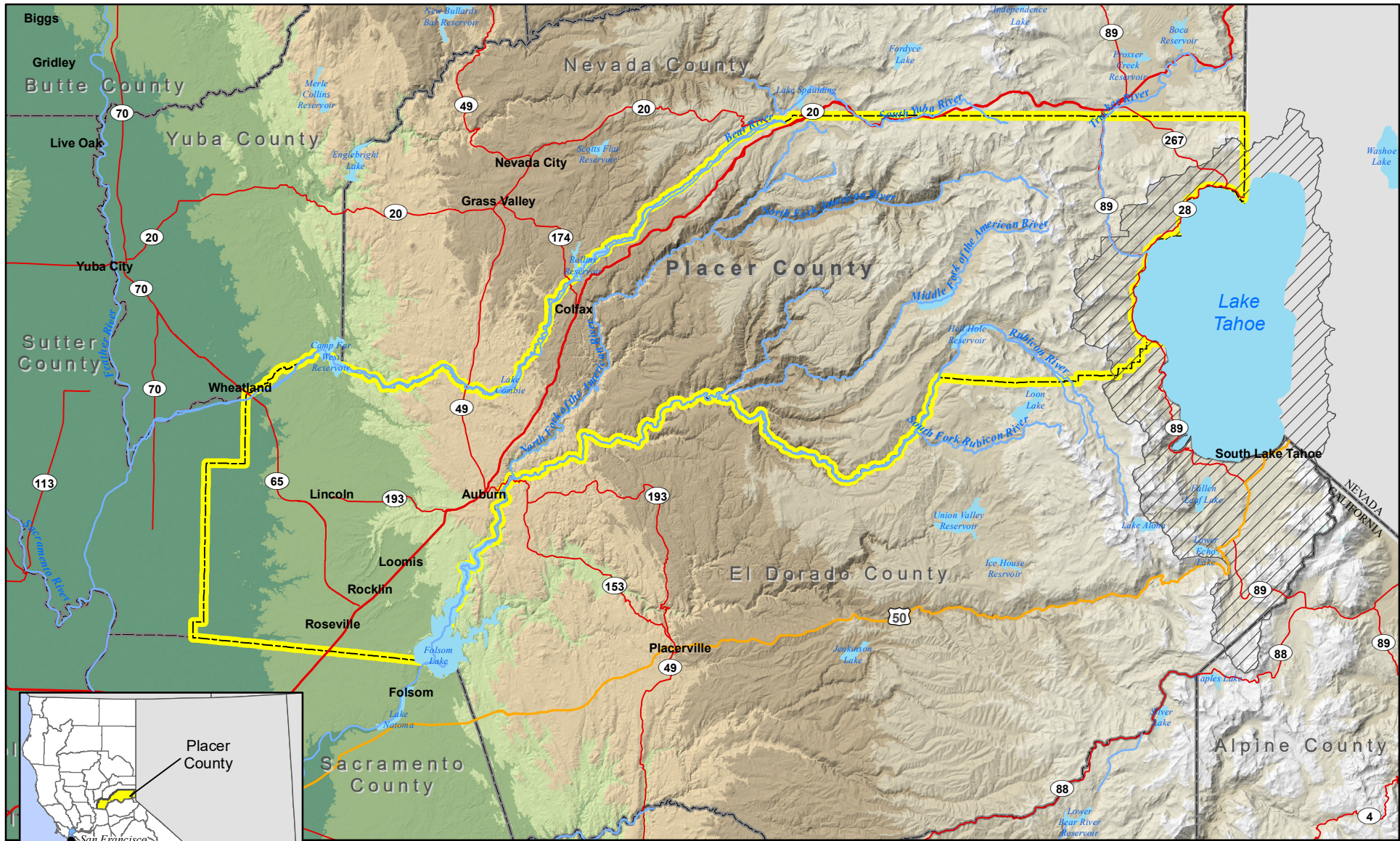
## 2.0 PROJECT DESCRIPTION

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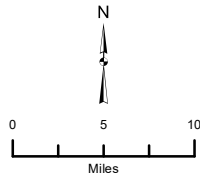
take of state-listed wildlife and plant species covered under the California Endangered Species Act.

- California Department of Transportation (Caltrans) approval of projects and encroachment permits for projects affecting state highway facilities.
- Central Valley Flood Protection Board (CVFPB) approval for any construction activities within the tributaries or distributaries of the Sacramento River or designated floodways.
- Regional Water Quality Control Board (RWQCB) approval for National Pollution Discharge Elimination System compliance, including permits and Storm Water Pollution Prevention Plan approval and monitoring.
- U.S. Army Corps of Engineers (USACE) approval of any future wetland fill activities, pursuant to the Clean Water Act.
- U.S. Fish and Wildlife Service (USFWS) approvals involving any future potential take of federally listed wildlife and plant species and their habitats, pursuant to the Federal Endangered Species Act.





- Legend**
- Perennial River
  - Tahoe Regional Planning Agency Jurisdiction
  - County Boundary
  - Placer County



**2040 PLACER COUNTY RTP**  
**Figure 2.1-1: Regional Location Map**

Data sources: California Spatial Information Library; Placer County GIS. Map date: May 26, 2015. Revised August 21, 2019.

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This section provides an overview of the visual character, scenic resources, views, scenic highways, and sources of light and glare that are encountered throughout Placer County. This section concludes with an evaluation of the impacts and recommendations for mitigating impacts. No comments were received during the public review period or scoping meeting regarding this topic.

### 3.1.1 ENVIRONMENTAL SETTING

#### CONCEPTS AND TERMINOLOGY

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The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (Federal Highway Administration 1983). Scenic quality can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area (U.S. Bureau of Land Management 1980). Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, number of views seen, distance of the viewers, and viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular viewshed. These terms and criteria are described in detail below.

#### **Visual Character**

Natural and artificial landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character can vary significantly seasonally, even hourly, as weather, light, shadow, and elements that compose the viewshed change. The basic components used to describe visual character for most visual assessments are the elements of form, line, color, and texture of the landscape features (U.S. Forest Service 1974; Federal Highway Administration 1983). The appearance of the landscape is described in terms of the dominance of each of these components.

#### **Visual Quality**

Visual quality is evaluated using the well-established approach to visual analysis adopted by Federal Highway Administration, employing the concepts of vividness, intactness, and unity (Federal Highway Administration 1983), which are described below.

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.
- Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural landscapes, and in natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity, as modified by visual sensitivity. High-quality views are highly vivid, relatively intact, and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity.

### **Viewer Exposure and Sensitivity**

The measure of the quality of a view must be tempered by the overall sensitivity of the viewer. Viewer sensitivity or concern is based on the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and type and expectations of individuals and viewer groups.

The importance of a view is related, in part, to the position of the viewer to the resource; therefore, visibility and visual dominance of landscape elements depend on their placement within the viewshed. A viewshed is defined as all of the surface area visible from a particular location (e.g., an overlook) or sequence of locations (e.g., a roadway or trail) (Federal Highway Administration 1983). To identify the importance of views of a resource, a viewshed must be broken into distance zones of foreground, middle ground, and background. Generally, the closer a resource is to the viewer, the more dominant it is and the greater its importance to the viewer. Although distance zones in a viewshed may vary between different geographic region or types of terrain, the standard foreground zone is 0.25–0.5 mile from the viewer, the middle ground zone is from the foreground zone to 3–5 miles from the viewer, and the background zone is from the middle ground to infinity (U.S. Forest Service 1974).

Visual sensitivity depends on the number and type of viewers and the frequency and duration of views. Visual sensitivity is also modified by viewer activity, awareness, and visual expectations in relation to the number of viewers and viewing duration. For example, visual sensitivity is generally higher for views seen by people who are driving for pleasure, people engaging in recreational activities such as hiking, biking, or camping, and homeowners. Sensitivity tends to be lower for views seen by people driving to and from work or as part of their work (U.S. Forest Service 1974; Federal Highway Administration 1983; U.S. Soil Conservation Service 1978). Commuters and non-recreational travelers have generally fleeting views and tend to focus on commute traffic, not on surrounding scenery; therefore, they are generally considered to have low visual sensitivity. Residential viewers typically have extended viewing periods and are concerned about changes in the views from their homes; therefore, they are generally considered to have high visual sensitivity. Viewers using recreation trails and areas, scenic highways, and scenic overlooks are usually assessed as having high visual sensitivity.

Judgments of visual quality and viewer response must be made based in a regional frame of reference (U.S. Soil Conservation Service 1978). The same landform or visual resource appearing in different geographic areas could have a different degree of visual quality and sensitivity in each setting. For example, a small hill may be a significant visual element on a flat landscape but have very little significance in mountainous terrain.

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## EXISTING CONDITIONS

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### Visual Character

Placer County encompasses an area that includes a portion of California's vast agricultural heartland to the west, and the Sierra Nevada Mountain Range to the east. Built-up communities within the county are surrounded by agricultural and rural lands. The density and intensity of development varies, with the majority of higher density development located in or near the incorporated cities and unincorporated urban communities. Incorporated jurisdictions within Placer County include the cities of Roseville, Rocklin, Lincoln, Colfax, and Auburn, and the town of Loomis. The projects that would be developed as part of the 2040 RTP are located on state highways, regionally significant roads, local streets, railroad rights-of-way, and public lands.

The county contains a combination of metropolitan and rural areas with a long history of agricultural activities. The lowlands of the county in the west include significant portions of agriculturally productive lands, and also include the majority of the county's population within the existing suburban developments. However, the majority of the 1,503 square miles within the county is high elevation terrain. The foothills area of the county lies in between these two extremes. With the exception of the primary built-up areas, the county has a predominantly rural character. The Sierra portion of the county is heavily wooded, home to a wide range of wildlife and landscapes. Portions of major highways are located at a higher elevation than surrounding lands for flood protection, providing motorists with views of the surrounding terrain.

### Scenic Views and Resources

Visual resources are generally classified into two categories: scenic views and scenic resources. Scenic views are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. They are usually mid-ground or background elements of a viewshed that can be seen from a range of viewpoints, often along a roadway or other corridor. Scenic resources are specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and historic buildings. They are specific features that act as the focal point of a viewshed and are usually foreground elements.

Aesthetically significant features occur in a diverse array of environments within the region, ranging in character from urban centers to rural agricultural lands to natural woodlands. The extraordinary range of visual features in the region is afforded by the mixture of climate, topography, and flora and fauna found in the natural environment, and the diversity of style, composition, and distribution of the built environment.

From a regional perspective, views of the foothills and mountains of the Sierra Nevada are considered valuable visual resources. Natural features throughout the county include mountainous terrain, pine forests, waterways, riparian habitat, wildlife habitat and wetlands, and hillsides. Natural features of the county are clustered in the eastern half of the county. County policies specify that these natural features, as elements of the visual environment, should be protected from unwarranted or premature urban encroachment.

Features of the built environment that may also have visual significance include individual or groups of structures that are distinctive due to their aesthetic, historical, social, or cultural significance or characteristics. Examples of the visually significant built environment may include bridges or overpasses, architecturally appealing buildings or groups of buildings, landscaped freeways, and a location where a historic event occurred.

### Scenic Highways and Corridors

#### SCENIC HIGHWAYS

A scenic highway is generally defined by Caltrans as a public highway that traverses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. Placer County has also designated scenic routes as valuable in enhancing the recreational experience for county residents and non-residents.

As presented in Table 3.1-1, within Placer County there are two Eligible State Scenic Highways. Although these scenic highways are classified as Eligible State Scenic Highways, they are not Officially Designated Scenic Highways.

**TABLE 3.1-1: PLACER COUNTY ELIGIBLE STATE SCENIC HIGHWAYS – NOT OFFICIALLY DESIGNATED**

<i>HIGHWAY</i>	<i>LOCATION</i>	<i>LENGTH</i>
State Route 49	From Interstate 80 to the Placer County Line	8.0 miles
Interstate 80	Near the towns of Big Bend and Troy, from the Nevada County Line	6.9 miles
State Route 89	From the Placer County Line	9.4 miles

*SOURCE: CALIFORNIA DEPARTMENT OF TRANSPORTATION, 2015.*

#### SCENIC CORRIDORS

A scenic corridor is the view from the road that may include a distant panorama and/or the immediate roadside area. A scenic corridor encompasses the outstanding natural features and landscapes that are considered scenic. It is the visual quality of the man-made or natural environments within a scenic corridor that are responsible for its scenic value. Commonly, the physical limits of a scenic corridor are broken down into foreground views (zero to one quarter mile) and distant views (over one quarter mile). In addition to distinct foreground and distant views, the visual quality of a scenic corridor is defined by special features, which include:

- Focal points - prominent natural or man-made features which immediately catch the eye.

- Transition areas - locations where the visual environment changes dramatically.
- Gateways - locations which mark the entrance to a community or geographic area.

#### VALUE OF SCENIC HIGHWAYS AND CORRIDORS

Scenic corridors make major contributions to the quality of life enjoyed by the residents and visitors of Placer County. The development of community pride, the enhancement of property values, and the protection of aesthetically-pleasing open spaces reflecting a preference for the rural lifestyle are all ways in which scenic corridors are valuable to county residents.

Scenic highways and their associated corridors also strengthen the tourist industry. For many visitors, highway corridors will provide their only experience of a community. Enhancement and protection of these corridors ensures that the tourist experience continues to be a positive one and, consequently, provides support for the tourist-related activities of the county's economy.

#### **Scenic Water Resources and Wild and Scenic Rivers**

Water resources are important visual resources that draw tourists to the area for recreational opportunities. The most visually significant water bodies in the area are Folsom Lake and the north and middle forks of the American River. A portion of the Lake Tahoe basin also exists within Placer County, although it is outside of PCTPA jurisdiction.

#### WILD AND SCENIC RIVERS

Federal agencies have jurisdiction, under the Wild and Scenic Rivers Act, to designate rivers or river sections to “be preserved in free-flowing condition and...protected for the benefit and enjoyment of present and future generations.” The north fork of the American River is designated under the National Wild and Scenic Rivers System.

### 3.1.2 REGULATORY SETTING

#### FEDERAL

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#### **The Wild and Scenic Rivers Act**

The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 U.S.C. 1271 et seq.) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. The Wild and Scenic Rivers Act authorized the Secretary of the Interior and the Secretary of Agriculture to study areas and submit proposals to the President and Congress for addition to the system. It describes procedures and limitations for control of lands in Federally administered components of the system and for dealing with disposition of lands and minerals under Federal ownership. Rivers are classified as wild, scenic or recreational, and hunting and fishing are permitted in components of the system under applicable Federal and State laws.

### STATE

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#### **California Scenic Highway Program**

The intent of the California Scenic Highway Program is “to protect and enhance California’s natural scenic beauty and to protect the social and economic values provided by the State’s scenic resources.” Caltrans administers the program, which was established in 1963 and is governed by the California Streets and Highways Code §260 et seq. The goal of the program is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of the adjacent land. Caltrans has compiled a list of state highways that are designated as scenic and county highways that are officially designated or eligible for designation as scenic. As presented in Tables 3.1-1, within Placer County there are three Eligible State Scenic Highways.

Scenic highway designation can provide several types of benefits to the region. Scenic areas are protected from encroachment of inappropriate land uses, free of billboards, and are generally required to maintain existing contours and preserve important vegetative features. Only low density development is allowed on steep slopes and along ridgelines on scenic highways, and noise setbacks are required for residential development.

### LOCAL

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#### **City and County General Plans**

Placer County and its incorporated cities have adopted policies within their General Plans that address aesthetic resources. These policies are included within their various Land Use, Community Character, Natural Resources, Cultural Resources, and Community Design Elements. The following General Plans exist within Placer County under the jurisdiction of the PCTPA:

- City of Roseville General Plan
- City of Rocklin General Plan
- City of Lincoln General Plan
- City of Auburn General Plan
- City of Colfax General Plan
- Town of Loomis General Plan

The Tahoe Regional Planning Agency (TRPA) encompasses planning area within the Tahoe basin, a portion of which is within Placer County. The General Plans that exist under TRPA jurisdiction are the:

- West Shore Area General Plan
- Tahoe City Area General Plan
- North Tahoe Community Plan



### 3.1.3 IMPACTS AND MITIGATION MEASURES

#### THRESHOLDS OF SIGNIFICANCE

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Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on aesthetics if it will:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Generally, the greater the change from existing conditions, the more significant the impact. For example, the construction of a new interchange usually has a greater impact on the surrounding scenic area than the modification of an existing one. Likewise, the construction of a new roadway generally has a greater impact on scenic resources than the widening of an existing one. Road widening, however, can have significant local impacts especially when requiring the removal of trees and other important landscape buffers, or when construction of noise barriers or other visual impediments is necessary.

#### METHODOLOGY

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The exact individual locations of each RTP improvement project is not known and was therefore not physically surveyed or photo-documented as part of this program-level review. As the individual improvement projects are designed and the exact location of the improvements is known there will be a project-level review that will include an evaluation of the site-specific visual resources and potential impacts, and site specific design and mitigation measures.

#### IMPACTS AND MITIGATION MEASURES

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##### **Impact 3.1-1: Substantial adverse effects on scenic vistas (less than significant)**

There is one officially designated vista point with PCTPA jurisdiction, in the northwest portion of Placer County, along I-80 at Emigrant Gap. However, there are no modifications scheduled within the 2040 RTP that would have an impact on the vista point. Therefore, the 2040 RTP would not have any impact on a scenic vista. Therefore, there is a *less than significant* impact.

### **Impact 3.1-2: Substantial adverse effects on scenic resources or substantial degradation of visual character (less than significant with mitigation)**

Views of scenic resources, including, scenic water resources, and other scenic resources in the county are available from highways and roadways, including scenic roads and corridors, throughout the county. Improvements to existing infrastructure, such as roadway widening, bridge replacements, signal installation, road rehabilitation, runway resurfacing, and runway improvements, may result in modification of the foreground of the various scenic viewsheds throughout the county. There is also potential for the RTP projects, such as new roadways and bridges, to affect scenic resources or degrade the visual character of the area. Examples would include RTP projects that are located adjacent to a broad viewshed such as the mountain ranges, valleys, ridgelines, or water bodies along roadways, or adjacent to the focal point of the forefront of the broad viewshed, such as visually important trees, rocks, or historic buildings. An impact would occur if a project would change the view to the middle ground or background elements of the broad viewshed, or remove the visually important trees, rocks, or historic buildings in the foreground.

While RTP projects are not anticipated to significantly disrupt mid-ground or backdrop views of viewsheds, they have not yet been designed and may involve features, such as soundwalls, grading, or structures that may disrupt views. The RTP projects may involve removal of trees or other visually significant features, or may result in development that would cause an intermittent interruption in views to users of the highways, roadways, and other components of the transportation system. The RTP projects could also convert areas of open space to developed uses, resulting in a permanent change in views.

While each jurisdiction in which the improvements may be located has policies related to the protection of scenic resources and views, the potential remains for removal of scenic features, particularly those that would be in the foreground of scenic viewsheds and vistas. This impact is potentially significant. Mitigation Measures 3.1-1 and 3.1-2 require projects to include design measures to avoid or reduce removal of scenic features and scenic views. Implementation of Mitigation Measures 3.1-1 and 3.1-2 would reduce the impact to a ***less than significant*** level.

#### **MITIGATION MEASURE**

***Mitigation Measure 3.1-1:*** *The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:*

- *Design transportation systems in a manner where the surrounding landscape dominates.*
- *Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material).*
- *Design transportation systems such that landscape vegetation blends in and complements the natural landscape.*
- *Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design.*

- *Design grades to blend with the adjacent landforms and topography.*

**Mitigation Measure 3.1.2:** *Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.*

*If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.*

*If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.*

### **Impact 3.1-3: Creation of new sources of light and glare (less than significant with mitigation)**

There is a potential for RTP projects to create new sources of light and glare near sensitive receptors. Examples would include projects that require the new roadway lighting, lit signs, and/or construction lighting. While the county and incorporated communities have policies regarding visual resources, there is not a consistent approach to restrictions on sources of lighting and glare. As a result, RTP projects may result in increased lighting and glare. This impact is potentially significant. The following mitigation measure would require lighting that is directed downward and away from adjacent sensitive land uses, installation of shields to avoid light spillage, and installation of dense landscaping to block light from sensitive land uses where necessary. Implementation of the Mitigation Measure 3.1-3 would reduce this impact to a **less than significant** level.

#### **MITIGATION MEASURES**

**Mitigation Measure 3.1-3:** *The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:*

- *Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.*
- *Luminaries will be directed away from habitat and open space areas adjacent to the project site.*

- *Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.*
- *Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes.*
- *Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.*

This section provides an overview of the agricultural and forest economy, production and values, soils, and the important farmland mapping program. This section concludes with an evaluation of the impacts and recommendations for mitigating impacts. This EIR provides an environmental setting that describes the agricultural resources and productivity of the region, including prime farmland, farmland of statewide importance, and Williamson Act contracts. No comments were received during the public review period relating to agricultural or forest resources.

### 3.2.1 ENVIRONMENTAL SETTING

#### AGRICULTURAL AND FOREST CONTRIBUTION TO PLACER COUNTY

Placer County is divided into three agricultural regions—the valley, foothills, and timber lands. The valley region has rich alluvial soils and is the location of most of the County's intensive agriculture. The foothill region consists mostly of grazing lands, with limited crop production. The timber lands consist of timber harvesting and recreation.

Although Placer county farms make up less than 2% of California's farms, agricultural land uses are a major component of the western side of the County's resource land base. They are also a major element in defining the quality of life available to the residents of Placer County. Total farmland comprises roughly 15% of the county's land area, down from 32.5% in 1950.<sup>1</sup> Larger farms, primarily growing rice and raising livestock, are located in the westernmost portion of the county. Small family farms, mostly located at higher elevations in the foothills, are utilizing direct marketing options such as farmers markets and roadside stands.

#### **Agricultural Production and Value**

Placer County's total gross value of agricultural crops and products for 2017 was \$58,059,000. This represents a decrease of \$7,147,000, or 11% below 2016's value of \$65,206,000. This reduction is largely the result of a record setting wet winter and spring that led to a significant reduction in planted rice acreage. A large-scale conversion of rice lands to currently non-bearing nut orchards also reduced available rice acreage and is temporarily influencing the total crop value until newly planted almond and walnut trees begin bearing. In 2017, cattle and calves were Placer County's top grossing crop with a value of \$9,912,00. Nursery stock was second in total value at \$8,442,000 followed by rice with total value of \$8,315,000. Timber ranked as Placer County's fourth most valuable crop with a gross value of \$5,883,000. Walnuts rounded out the top five crops with a total value of \$4,847,000. Table 3.2-1 lists the top five crop commodities in Placer County in 2017.

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<sup>1</sup> Shawn King and Gail Feenstra UC Sustainable Agriculture Research & Education Program UC Davis October 3, 2001

**TABLE 3.2-1: SUMMARY TOP FIVE CROPS IN PLACER COUNTY IN 2017 BY VALUE**

<i>PRODUCT</i>	<i>2017</i>
Cattle and Calves	\$9,912,000
Nursery Stock	\$8,442,000
Rice	\$8,315,000
Timber	\$5,883,000
Walnuts	\$4,847,000

*SOURCE: 2017 PLACER COUNTY AGRICULTURAL CROP PRODUCTION REPORT.*

### Forest Lands in Placer County

The combination of ample rainfall, a long growing season, and deep soils result in good growing conditions for mixed conifer forest in Placer County. These timber resources are primarily located in the eastern portions of the county at elevations between approximately 2,200 and 6,200 feet. The major vegetation community associated with timberlands in Placer County is westside mixed conifer (Sierra mixed conifer), which is dominated by sugar pine, ponderosa pine, Douglas fir, white fir, and incense cedar.

Timberlands occur on both public and private lands. Some logging occurs in the areas managed by the US Forest Service within the National Forests. Timber harvests on private lands are primarily regulated by the California Department of Forestry and Fire Protection (CAL FIRE) through the timber harvesting plan review process.

### Important Farmlands

The Farmland Mapping and Monitoring Program (FMMP) is a farmland classification system administered by the California Department of Conservation. Important farmland maps are based on the Land Inventory and Monitoring criteria, which classify a land's suitability for agricultural production based on both the physical and chemical characteristics of soils, and the actual land use. The system maps five categories of agricultural land, which include important farmlands (prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance) and grazing land, as well as three categories of non-agricultural land, which include urban and built-up land, other land, and water area.

#### IMPORTANT FARMLANDS IN PLACER COUNTY

Data from Department of Conservation for 2016 indicates that within the county, Prime Farmland encompassed approximately 1.8% of total county agricultural land. The remaining agricultural land comprises Farmland of Statewide Importance (1.0%), Unique Farmland (4.4%), Farmland of Local Importance (24.0%), and Grazing Land (6.7%) (California Department of Conservation 2016). The types and acreages of farmland totals for 2016 are shown below in Table 3.2-2. Figure 3.2-1 illustrates the Important Farmlands located within the County.

**TABLE 3.2-2: PLACER COUNTY FARMLANDS AND OTHER LANDS BY LAND USE CATEGORY**

<i>LAND USE CATEGORY</i>	<i>TOTAL ACREAGE 2016</i>	<i>% OF SURVEYED FARMLAND 2016</i>	<i>% OF TOTAL COUNTY LAND</i>
Prime Farmland	7,405	1.80%	0.77%
Farmland of Statewide Importance	4,005	0.97%	0.42%
Unique Farmland	17,948	4.36%	1.87%
Farmland of Local Importance	98,600	23.96%	10.25%
<i>IMPORTANT FARMLAND SUBTOTAL</i>	<i>127,958</i>	<i>31.10%</i>	<i>13.30%</i>
Grazing Land	27,689	6.73%	2.88%
<i>AGRICULTURAL LAND SUBTOTAL</i>	<i>155,647</i>	<i>37.83%</i>	<i>16.18%</i>
Urban and Built-up Land	60,438	14.69%	6.28%
Other Land	190,370	46.27%	19.79%
Water Area	5,011	1.22%	0.52%
TOTAL AREA INVENTORIED	411,466	100.00%	42.78%
<b>Total County Land Area</b>	<b>961,920</b>		--

SOURCE: CA DEPARTMENT OF CONSERVATION, FARMLAND MAPPING AND MONITORING PROGRAM, TABLE A-24, 2014-2016.

Definitions of these types of farmland are provided below:

**PRIME FARMLAND**

Prime farmland is farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

**FARMLAND OF STATEWIDE IMPORTANCE**

Farmland of statewide importance is farmland with characteristics similar to those of prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

**UNIQUE FARMLAND**

Unique farmland is farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

**FARMLAND OF LOCAL IMPORTANCE**

Farmland of local importance is land of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

## 3.2 AGRICULTURAL AND FOREST RESOURCES

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### GRAZING LAND

Grazing land is land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

### URBAN AND BUILT-UP LAND

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

### OTHER LAND

Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

### WATER

Water is considered perennial water bodies with an extent of at least 40 acres.

## 3.2.2 REGULATORY SETTING

### FEDERAL

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#### **Farmland Protection Policy Act**

The Farmland Protection Policy Act (FPPA) is intended to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. It ensures that, to the extent practicable, federal programs are compatible with state and local units of government as well as private programs and policies to protect farmland. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for crop production. In fact, the land can be forest land, pastureland, cropland, or other land but does not include water bodies or land developed for urban land uses (i.e., residential, commercial, or industrial uses).

The Natural Resource Conservation Service (NRCS) administers the Farmland Protection Program. NRCS uses a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of Federally funded and assisted projects. This score is used



as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. The assessment is completed on form AD-1006, Farmland Conversion Impact Rating. The sponsoring agency completes the site assessment portion of the AD-1006, which assesses non-soil related criteria such as the potential for impact on the local agricultural economy if the land is converted to non-farm use and compatibility with existing agricultural use.

## STATE

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### **Williamson Act**

The California Land Conservation Act of 1965, commonly known as the Williamson Act, was established based on numerous State legislative findings regarding the importance of agricultural lands in an urbanizing society. Policies emanating from those findings include those that discourage premature and unnecessary conversion of agricultural land to urban uses and discourage discontinuous urban development patterns, which unnecessarily increase the costs of community services to community residents.

The Williamson Act authorizes each County to establish an agricultural preserve. Land that is within the agricultural preserve is eligible to be placed under a contract between the property owner and County that would restrict the use of the land to agriculture in exchange for a tax assessment that is based on the yearly production yield. The contracts have a 10-year term that is automatically renewed each year, unless the property owner requests a non-renewal or the contract is cancelled. If the contract is cancelled the property owner is assessed a fee of up to 12.5 percent of the property value.

Acreage within Placer County under Williamson Act contracts is shown in Table 3.2-3.

#### *FARMLAND SECURITY ZONES*

In 1998 the state legislature established the Farmland Security Zone (FSZ) program. FSZs are similar to Williamson Act contracts, in that the intention is to protect farmland from conversion. The main difference however, is that the FSZ must be designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The term of the contract is a minimum of 20 years. The property owners are offered an incentive of greater property tax reductions when compared to the Williamson Act contract tax incentives; the incentives were developed to encourage conservation of prime farmland through FSZs. The non-renewal and cancellation procedures are similar to those for Williamson Act contracts.

Acreage within Placer County under the FSZ program and Land Conservation Act is shown in Table 3.2-3.

**TABLE 3.2-3: TOTAL REPORTED ENROLLMENT FARMLAND SECURITY ZONE AND LAND CONSERVATION ACT**

<i>CATEGORY</i>	<i>PRIME ACREAGE</i>	<i>NON-PRIME ACREAGE</i>
Land Conservation Act* (Williamson Act)	13,920	23,239
Farmland Security Zone*	51	1,645
<b>TOTAL</b>	<b>13,971</b>	<b>24,884</b>

\* TOTALS INCLUDE BOTH CONTINUING TERM AND NONRENEWAL CONTRACTS.

SOURCE: THE CALIFORNIA LAND CONSERVATION ACT 2016 STATUS REPORT.

### Land Evaluation and Site Assessment Model

The California Department of Conservation has developed the California Agricultural Land Evaluation and Site Assessment (LESA) model to evaluate agricultural quality of specific sites to assist in determining the significance of agricultural lands. The LESA model considers six different factors. Two Land Evaluation factors are based upon measures of soil resource quality. Four Site Assessment factors provide measures of a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, each of these factors is separately rated on a 100 point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project, with a maximum attainable score of 100 points. It is this project score that becomes the basis for making a determination of a project's potential significance, based upon a range of established scoring thresholds.

### Forest Practices Rules

The California Department of Forestry and Fire Protection (CalFire) implement the laws that regulate timber harvesting on privately-owned lands. These laws are contained in the Z'berg-Nejedly Forest Practice Act of 1973 which established a set of rules known as the Forest Practice Rules (FPRs) to be applied to forest management related activities (i.e., timber harvests, timberland conversions, fire hazard removal, etc.). They are intended to ensure that timber harvesting is conducted in a manner that will preserve and protect fish, wildlife, forests, and streams. Under the Forest Practices Act, a Timber Harvesting Plan (THP) is submitted to CalFire by the landowner outlining what timber is proposed to be harvested, harvesting method, and the steps that will be taken to prevent damage to the environment. If the landowner intends to convert timberland to non-timberland uses, such as a winery or vineyard, a Timberland Conversion Permit (TCP) is required in addition to the THP. It is CalFire's intent that a THP will not be approved which fails to adopt feasible mitigation measures or alternatives from the range of measures set out or provided for in the Forest Practice Rules, which would substantially lessen or avoid significant adverse environmental impacts resulting from timber harvest activities. THPs are required to be prepared by Registered Professional Foresters (RPFs) who are licensed to prepare these plans (CalFire, 2007). For projects involving TCPs, CalFire acts as lead agency under CEQA, and the County acts as a responsible agency.

### California Public Resources Code Section 4526

"Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of

trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

### **California Public Resources Code Section 56064**

"Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

- (a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.
- (b) Land that qualifies for rating 80 through 100 Storie Index Rating.
- (c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.
- (d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars (\$400) per acre.
- (e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars (\$400) per acre for three of the previous five calendar years.

### **California Public Resources Code Section 12220(g)**

"Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

## **LOCAL**

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### **Local Agency General Plans**

Placer County and the six incorporated cities: Auburn; Colfax; Lincoln; Loomis; Rocklin; and Roseville include in their General Plans a wide variety of goals and policies aimed at protecting agricultural resources within the County including policies aimed at the enforcement of agricultural land conversions, establishing minimum parcel size and buffers, and establishing Williamson Act contracts. Additionally, Placer County has adopted a Right to Farm Ordinance to reduce the loss the County's commercial agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance.

### 3.2.3 IMPACTS AND MITIGATION MEASURES

#### THRESHOLDS OF SIGNIFICANCE

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Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the agricultural resources if it will:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222[g]) or timberland (as defined in Public Resources Code section 4526);
- Result in the loss of forest land or conversion of forest land to non-forest use;
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

#### IMPACTS AND MITIGATION MEASURES

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##### **Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract (significant and unavoidable)**

Individual RTP improvement projects have the potential to result in the conversion of some farmland, including important farmlands, to nonagricultural uses, and, or conflict with a Williamson act contract. The majority of the RTP projects would occur within or adjacent to existing rights-of-way, which would result in a negligible, if any impact, to important farmland located adjacent to these improvements. Some RTP projects, such as roadway extensions, capacity improvements, park-n-ride facilities, bicycle lanes and sidewalks, could occur outside of existing rights-of-way, which may result in impacts to important farmlands. However, the 2040 RTP is a long-range planning document, therefore the individual RTP improvement projects have not been designed and the precise location and development footprint of some facilities have not yet been determined.

Transportation improvements are typically compatible with agricultural land uses and zoning. Agricultural operations throughout the county would benefit from improved movement of their commodities from the farm to the marketplace as a result of the improvements to the transportation systems.

If an individual RTP improvement project has the potential to impact farmland, the implementing agency will be required to assess the RTP improvement project relative to the potential impacts to agricultural resources. Mitigation Measure 3.2-1 is intended to minimize the impact on farmland

as individual RTP projects are contemplated and ultimately constructed. This measure would require protection of comparable farmlands or improvement of farmlands in order to off-set the impact associated with a conversion of important or significant farmlands. There is also the possibility that land under a Williamson Act contract will need to be acquired by the implementing agency for individual RTP improvement projects. While this mitigation measure will help reduce the potential impact, it may not be possible to fully mitigate the impact to a level of insignificance.

Due to the importance of the region's agricultural resources, any impacts on FMMP designated farmland are considered significant and unavoidable. If the implementing agency adopts Mitigation Measure 3.2-1, this impact could be reduced, but not to a less than significant level, because of site-specific conditions resulting in the net loss of agricultural land. Additionally, PCTPA cannot require the implementing agency to adopt this mitigation measure, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation. Therefore, impacts on Williamson Act contracts, and important or significant farmlands remains ***significant and unavoidable***.

#### **MITIGATION MEASURES**

***Mitigation Measure 3.2-1:*** *Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).*

*If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.*

#### **Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands (less than significant with mitigation)**

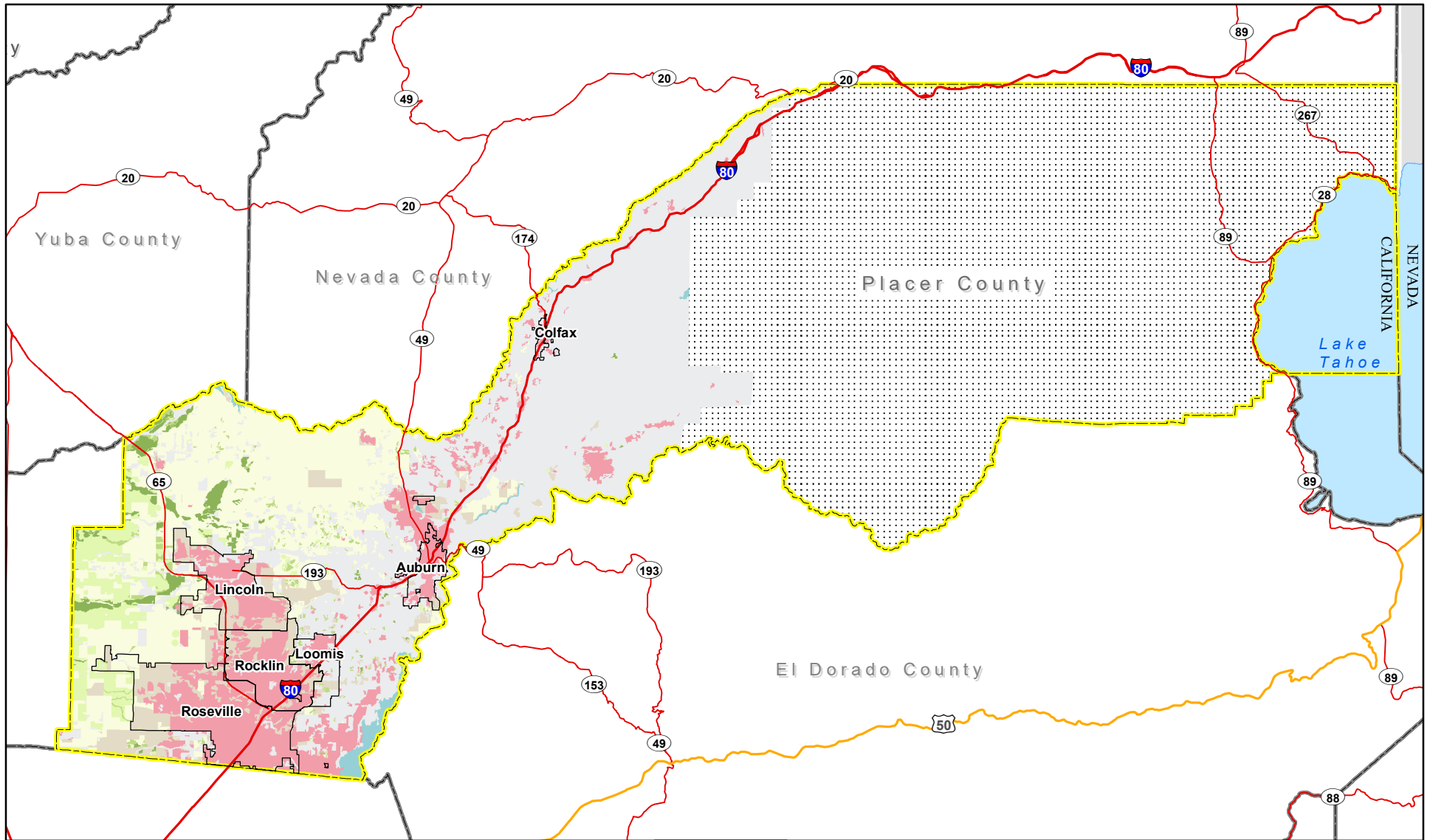
Individual RTP improvement projects have the potential to result in the conversion of some forest lands or timber lands. The majority of the RTP projects would occur within or adjacent to existing rights-of-way, which would result in a negligible, if any impact, to forest lands or timber lands located adjacent to these improvements. Some RTP projects, such as roadway extensions, capacity improvements, park-n-ride facilities, bicycle lanes and sidewalks, could occur outside of existing rights-of-way, which may result in impacts to forest lands including tree removal activities. However, the 2040 RTP is a long-range planning document, therefore the individual RTP










improvement projects have not been designed and the precise location and development footprint of some facilities have not yet been determined.

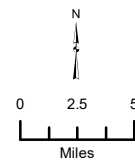
Transportation improvements are typically compatible with forest or timber land uses and zoning as described in Chapter 17, Placer County Code (17.12.010). If an individual RTP improvement project has the potential to impact forest or timber lands, the implementing agency will be required to assess the RTP improvement project relative to its potential impact to forest resources. Mitigation Measure 3.2-2 is intended to minimize the impact on forest or timber resources as individual RTP projects are contemplated and ultimately constructed. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

#### **MITIGATION MEASURES**

***Mitigation Measure 3.2-2:*** *Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.*



- |  |   |
|--|---|
|  Prime Farmland                   |  Other Land              |
|  Farmland of Statewide Importance |  Urban and Built-Up Land |
|  Unique Farmland                  |  Water Area              |
|  Grazing Land                     |  Out of Survey Area      |
|  Farmland of Local Importance     |   |



2040 PLACER COUNTY RTP

Figure 3.2-1. Important Farmlands

Data sources: California Department of Conservation Farmland Mapping and Monitoring Program, Placer County, 2016; California Spatial Information Library; Placer County GIS. Map date: August 21, 2019.

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This section describes the regional air quality, current attainment status of the air basin, local sensitive receptors, emission sources, and impacts that are likely to result from project implementation. Following this discussion is an assessment of consistency of the proposed project with applicable policies and local plans. The Greenhouse Gases, Climate Change, and Energy analysis is located in Section 3.5. No comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic.

### 3.3.1 ENVIRONMENTAL SETTING

#### AIR BASIN

Placer County is located within three separate air basins: Mountain Counties, Sacramento Valley, and Lake Tahoe. Figure 3.3-1 shows the air basins within the Placer County. Land area included in California air basins generally share similar meteorological and geographic conditions (air basins are defined in the California Health and Safety Code and the California Code of Regulations). Placer County includes a total of 1,416 square miles; 65 percent (918 square miles) of Placer County lies within the Mountain Counties Air Basin, 30 percent (426 square miles) within the Sacramento Valley Air Basin, and five percent (72 square miles) is located with the Lake Tahoe Air Basin. The Sacramento Valley Air Basin includes the growing communities of Auburn, Rocklin, Roseville, Loomis, and Lincoln. On-road motor vehicles are the largest source of smog forming air pollution emissions in this air basin. The Mountain Counties Air Basin includes the City of Colfax and the eastern part of Placer County. The largest source of air pollution within this basin comes from motor vehicles. The Lake Tahoe Air Basin is the smallest of California's air basins. The Lake Tahoe Air Basin is comprised of the surface of Lake Tahoe (approximately 20 miles long by 10 miles wide) and land up to the surrounding rim of mountain ridges. The Tahoe Basin air pollution comes mainly from residential and tourist traffic around the lakeshore, and from the burning of fuels for heating. Air quality is further compromised by elevations in particulate matter generated by wildland fires.

#### Topography

Placer County exhibits large variations in terrain. Topography within the county is highly variable and includes mountain peaks in the Sierra range to the east, and valleys and rolling foothills to the west. Placer County contains 1,506 square miles or 898,820 acres, ranging in elevation from 160 feet above sea level to nearly 9,500 feet above sea level. Regional meteorological conditions are greatly influenced by the topography of the Sacramento Valley and the Sierra Nevada. Specific topography corresponds to the specific air basin.

#### Climate

**Sacramento Valley Air Basin (SVAB).** The western portion of the PCTPA planning area is located in the Sacramento Valley Air Basin. The SVAB a basin is bounded by the Sierra Nevada Mountain Range to the east and the Coastal Mountain Ranges to the west. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. The temperature may range during the year from 30 to 115 degrees Fahrenheit, with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is approximately 15 inches, with about 75

percent occurring during the rainy season generally from November through March. Humidity levels vary within the region, often dropping below 10 percent in the warm season, while increasing during colder months to form shallow layers of ground fog in lower lying areas. Sacramento Valley winds are calm only 4.9 percent of the time in the summer, and the predominant wind direction is south to southwest 59 percent of the time.

**Mountain County Air Basin (MCAB).** The eastern portion of the PCTPA planning area is located within the Mountain Counties Air Basin, which contains Amador, Nevada, Sierra, Plumas, Calaveras, Tuolumne, Mariposa counties and a portion of El Dorado and Placer County. The MCAB includes both the western and eastern slopes of the Sierra Nevada Mountains including much of the Sierra foothills. The area covered by the MCAB is approximately 11,000 square miles. Snowy and rainy winters, and hot summers characterize the climate of the Mountain County Air Basin portions of Placer County. Temperature variation between summer and winter are greater than in the SVAB. The mountainous area in the eastern portion of the basin contribute to greater amounts of precipitation. Winds in the MCAB portions of Placer County generally are westerly and follow the terrain.

**Lake Tahoe Air Basin (LTAB).** A small eastern portion of the PCTPA planning area is located within the Lake Tahoe Air Basin. The southern portion of the LTAB is located in El Dorado County and the northern portion is in Placer County. Winter conditions in the LTAB include large amounts of precipitation from Pacific storms that fall mainly as snow, and temperatures below freezing accompanied by high winds. In the summer, the LTAB experiences sunny, mild days, with daytime peaks in the upper 70s and low 80s F, with an occasional thunderstorm from southern flows of moisture.

### CRITERIA POLLUTANTS

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All criteria pollutants can have human health and environmental effects at certain concentrations. The United States Environmental Protection Agency (USEPA) uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). In addition, California establishes ambient air quality standards, called California Ambient Air Quality Standards (CAAQS). California law does not require that the CAAQS be met by a specified date as is the case with NAAQS.

The ambient air quality standards for the six criteria pollutants (as shown in Table 3.3-1) are set to protect public health and the environment within an adequate margin of safety (as provided under Section 109 of the Federal Clean Air Act). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards. Principal characteristics and possible health and environmental effects from exposure to the six primary criteria pollutants generated by the proposed project are discussed below.

**Ozone (O<sub>3</sub>)** is a photochemical oxidant and the major component of smog. While O<sub>3</sub> in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the

sun, high concentrations of O<sub>3</sub> at ground level are a major health and environmental concern. O<sub>3</sub> is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC)<sup>1</sup> and oxides of nitrogen (NO<sub>x</sub>) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O<sub>3</sub> levels occur typically during the warmer times of the year. Both VOCs and NO<sub>x</sub> are emitted by transportation and industrial sources. VOCs are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents.

The reactivity of O<sub>3</sub> causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O<sub>3</sub> not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O<sub>3</sub> for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b). The average background level of ozone in the California and Nevada is approximately 48.3 parts per billion, which represents approximately 77 percent of the total ozone in the western region of the U.S. (NASA, 2015). Ozone concentrations tend to be highest in summer and lowest in winter.

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. O<sub>3</sub> can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

**Carbon monoxide (CO)** is a colorless, odorless and poisonous gas produced by incomplete burning of carbon in fuels. Carbon monoxide is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased

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<sup>1</sup> The CARB uses the term "Reactive Organic Gases" (ROG) in place of "Volatile Organic Compounds" (VOC).

oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects (California Air Resources Board, 2019a). Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain. There are no ecological or environmental effects to ambient CO (California Air Resources Board, 2019a).

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels increases the risk of such incidences.

CO concentrations tend to be highest in fall and winter and lowest in spring and summer. Over the long-term, CO concentrations have decreased throughout the United States. Average concentrations of CO have reduced from approximately 333 parts per billion in 2000 to approximately 132 parts per billion in 2017, in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018).

**Nitrogen dioxide (NO<sub>2</sub>)** is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO<sub>2</sub> is the increased likelihood of respiratory problems. Under ambient conditions, NO<sub>2</sub> can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone (O<sub>3</sub>) and acid rain, and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO<sub>2</sub> may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO<sub>2</sub>.

The major mechanism for the formation of NO<sub>2</sub> in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO<sub>x</sub>). NO<sub>x</sub> plays a major role, together with VOCs, in the atmospheric reactions that produce O<sub>3</sub>. NO<sub>x</sub> forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

NO<sub>2</sub> concentrations tend to be highest in winter and lowest in summer. Over the long-term, nitrogen dioxide concentrations have generally been decreasing throughout the United States, including the Sacramento region (USEPA, 2018). Average concentrations of NO<sub>2</sub> have reduced from approximately 69 parts per billion in 2000 to approximately 48 parts per billion in 2017, in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018).

**Sulfur dioxide (SO<sub>2</sub>)** is one of the multiple gaseous oxidized sulfur species and is formed during the combustion of fuels containing sulfur, primarily coal and oil. The largest anthropogenic source of

SO<sub>2</sub> emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO<sub>2</sub> is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO<sub>2</sub> affects breathing and may aggravate existing respiratory and cardiovascular disease in high doses. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children and the elderly. SO<sub>2</sub> is also a primary contributor to acid deposition, or acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks. Ambient SO<sub>2</sub> results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp and paper mills and from nonferrous smelters.

Short-term exposure to ambient SO<sub>2</sub> has been associated with various adverse health effects. Multiple human clinical studies, epidemiological studies, and toxicological studies support a causal relationship between short-term exposure to ambient SO<sub>2</sub> and respiratory morbidity. The observed health effects include decreased lung function, respiratory symptoms, and increased emergency department visits and hospitalizations for all respiratory causes. These studies further suggest that people with asthma are potentially susceptible or vulnerable to these health effects. In addition, SO<sub>2</sub> reacts with other air pollutants to form sulfate particles, which are constituents of fine particulate matter (PM<sub>2.5</sub>). Inhalation exposure to PM<sub>2.5</sub> has been associated with various cardiovascular and respiratory health effects (USEPA, 2017). Increased ambient SO<sub>2</sub> levels would lead to increased risk of such effects.

SO<sub>2</sub> emissions that lead to high concentrations of SO<sub>2</sub> in the air generally also lead to the formation of other sulfur oxides (SO<sub>x</sub>). SO<sub>x</sub> can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter (PM) pollution. Small particles may penetrate deeply into the lungs and in sufficient quantity can contribute to health problems.

Over the long-term, nitrogen dioxide concentrations have decreased throughout the United States (USEPA, 2018). Average concentrations of SO<sub>2</sub> have reduced from approximately 17.6 parts per billion in 2000 to approximately 6.2 parts per billion in 2017 at monitoring sites in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018).

**Particulate matter (PM)** includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO<sub>2</sub> and VOCs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM<sub>10</sub> is particulate matter 10 micrometers or less in diameter (known as respirable particulate matter), and PM<sub>2.5</sub> is particulate matter 2.5 micrometers or less in diameter (known as fine particulate matter).

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO<sub>2</sub>) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms,

### 3.3 AIR QUALITY

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aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution have even health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed.

Respirable particulate matter (PM<sub>10</sub>) consists of small particles, less than 10 microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural uses (as created by soil preparation activities, fertilizer and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM<sub>10</sub> causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

Fine particulate matter (PM<sub>2.5</sub>) consists of small particles, which are less than 2.5 microns in size. Similar to PM<sub>10</sub>, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as burning. It is also formed through the reaction of other pollutants. As with PM<sub>10</sub>, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the EPA created new Federal air quality standards for PM<sub>2.5</sub>.

The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children. Particulate matter also soils and damages materials, and is a major cause of visibility impairment.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in PM<sub>2.5</sub> results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM<sub>10</sub> and PM<sub>2.5</sub> can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

Over the long-term, PM concentrations have decreased throughout the United States (USEPA, 2018). For example, average concentrations of PM<sub>2.5</sub> have been reduced on average by approximately 19% between the years 2000 and 2018 at monitoring sites in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018). PM concentrations tend to be highest in winter and spring and lowest in summer.

**Lead (Pb)** exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil or dust. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely

affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. Excessive Pb exposure can cause seizures, mental retardation and/or behavioral disorders. Low doses of Pb can lead to central nervous system damage. Recent studies have also shown that Pb may be a factor in high blood pressure and subsequent heart disease.

Lead is persistent in the environment and can be added to soils and sediments through deposition from sources of lead air pollution. Other sources of lead to ecosystems include direct discharge of waste streams to water bodies and mining. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals, and neurological effects in vertebrates.

Lead exposure is typically associated with industrial sources; major sources of lead in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters. As a result of the USEPA's regulatory efforts, including the removal of lead from motor vehicle gasoline, levels of lead in the air decreased by 98 percent between 1980 and 2014 (USEPA, 2019d). Based on this reduction of lead in the air over this period, and since most new developments do not generate an increase in lead exposure, the health impacts of ambient lead levels are not typically monitored by the California Air Resources Board.

## ODORS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

### 3.3 AIR QUALITY

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

#### SENSITIVE RECEPTORS

A sensitive receptor is a location where human populations, especially children, seniors, and sick persons, are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals and schools.

#### AMBIENT AIR QUALITY

Both the USEPA and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant. Each pollutant is measured over several standardized timeframes (called the averaging times), which provide a standard to compare monitored levels of pollutants to the federal and state standards. Each criteria pollutant has more than one average time – for example, the state ambient air quality standard for ozone is monitored over both a 1-hour and 8-hour periods.

The federal and California state ambient air quality standards are summarized in Table 3.3-1 for important pollutants. The federal and state ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM<sub>10</sub>.

**TABLE 3.3-1: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

POLLUTANT	AVERAGING TIME	FEDERAL PRIMARY STANDARD	STATE STANDARD
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.53 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM <sub>10</sub>	Annual	--	20 µg/m <sup>3</sup>
	24-Hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
	24-Hour	35 µg/m <sup>3</sup>	--
Lead	30-Day Avg.	--	1.5 µg/m <sup>3</sup>
	Calendar Quarter	0.15 µg/m <sup>3</sup>	--

NOTES: PPM = PARTS PER MILLION, PPB = PARTS PER BILLION, µG/M<sup>3</sup> = MICROGRAMS PER CUBIC METER

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2019B.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the



absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Existing air quality concerns within the PCTPA planning area are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, and odors. The primary source of ozone (smog) pollution is motor vehicles which account for 70 percent of the ozone in the region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

### **Attainment Status**

In accordance with the California Clean Air Act (CCAA), the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria.

Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for ozone, CO, and NO<sub>2</sub> as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For SO<sub>2</sub>, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of Attainment, Nonattainment, and Unclassified is more frequently used.

The portion of Placer County located within the MCAB (i.e. the eastern portion of Placer County, excluding the area within the LTAB) has a state designation of Nonattainment for ozone and PM<sub>10</sub>, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of Placer County within the MCAB has a national designation of Nonattainment for ozone and a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). Table 3.3-2 presents the state and national attainment status for the portion of Placer County within the MCAB.

### 3.3 AIR QUALITY

**TABLE 3.3-2: STATE AND NATIONAL ATTAINMENT STATUS (PLACER COUNTY WITHIN THE MCAB)**

CRITERIA POLLUTANTS	STATE DESIGNATIONS	NATIONAL DESIGNATIONS
Ozone	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Unclassified
PM <sub>2.5</sub>	Unclassified	Unclassified/Attainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Sulfates	Attainment	**
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	**
Visibility Reducing Particles	Unclassified	**

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2018.

\*\*= There was insufficient (or no) data available to determine the status.

The portion of Placer County located within the SVAB (i.e. the western portion of Placer County) has a state designation of Nonattainment for ozone and PM<sub>10</sub>, and a state designation of either Unclassified or Attainment for all other criteria pollutants. Placer County (within the SVAB) has a national designation of Nonattainment for ozone and PM<sub>2.5</sub> a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). Table 3.3-3 presents the state and national attainment status for Placer County (within the SVAB).

**TABLE 3.3-3: STATE AND NATIONAL ATTAINMENT STATUS (PLACER COUNTY WITHIN THE SVAB)**

CRITERIA POLLUTANTS	STATE DESIGNATIONS	NATIONAL DESIGNATIONS
Ozone	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Unclassified
PM <sub>2.5</sub>	Attainment	Nonattainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Sulfates	Attainment	**
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	**
Visibility Reducing Particles	Unclassified	**

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2018.

\*\*= There was insufficient (or no) data available to determine the status.

### Placer County Air Quality Monitoring

Air pollutant concentrations are measured at several monitoring stations throughout Placer County including:

- Auburn-11645 Atwood Road
- Colfax-City Hall
- Lincoln-1445 1st Street
- Roseville-N Sunrise Blvd
- Tahoe City-221 Fairway Drive (Note: this location is outside of the PCTPA planning area)

Tables 3.3-4 through 3.3-8 display the air quality monitoring results for the monitoring stations within Placer County for years 2016 through 2018.

**TABLE 3.3-4: AMBIENT AIR QUALITY MONITORING DATA (AUBURN-11645 ATWOOD ROAD)**

POLLUTANT	CAL.	FED.	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
	PRIMARY STANDARD				
Ozone (O <sub>3</sub> ) (1-hour)	0.09 ppm (180 µg/m <sup>3</sup> )	--	2018	0.135	12 / 2.1
			2017	0.111	3 / 0.0
			2016	0.114	5 / 0.0
Ozone (O <sub>3</sub> ) (8-hour)	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (147 µg/m <sup>3</sup> )	2018	0.116	36/ 35
			2017	0.084	30 / 28
			2016	0.100	27/ 27
Particulate Matter (PM <sub>10</sub> ) (24-hour)	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	2018	**	**/**
			2017	**	**/**
			2016	**	**/**
Fine Particulate Matter (PM <sub>2.5</sub> ) (24-hour)	--	35 µg/m <sup>3</sup>	2018	91.1	(N/A)/ 11.6*
			2017	29.7	(N/A)/ 0.0*
			2016	28.6	(N/A)/ 0.0*

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2019A.

NOTES: PPM = PARTS PER MILLION; µG/M<sup>3</sup> = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; \*\* = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. \*= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD

**TABLE 3.3-5: AMBIENT AIR QUALITY MONITORING DATA (COLFAX-CITY HALL)**

POLLUTANT	CAL.	FED.	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
	PRIMARY STANDARD				
Ozone (O <sub>3</sub> ) (1-hour)	0.09 ppm (180 µg/m <sup>3</sup> )	--	2018	0.129	9/ (N/A)
			2017	0.094	0 / (N/A)
			2016	0.095	1 / (N/A)
Ozone (O <sub>3</sub> ) (8-hour)	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (147 µg/m <sup>3</sup> )	2018	0.114	33 / 30
			2017	0.078	16 / 14
			2016	0.085	17 / 14
Particulate Matter (PM <sub>10</sub> ) (24-hour)	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	2018	**	**/**
			2017	**	**/**
			2016	**	**/**
Fine Particulate Matter (PM <sub>2.5</sub> ) (24-hour)	--	35 µg/m <sup>3</sup>	2018	87.1	**/**
			2017	48.8	**/**
			2016	26.2	**/**

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2019A.

NOTES: PPM = PARTS PER MILLION; µG/M<sup>3</sup> = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; \*\* = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. \*= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD

**TABLE 3.3-6: AMBIENT AIR QUALITY MONITORING DATA (LINCOLN-1445 1ST STREET)**

POLLUTANT	CAL.	FED.	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
	PRIMARY STANDARD				
Ozone (O <sub>3</sub> ) (1-hour)	0.09 ppm (180 µg/m <sup>3</sup> )	--	2018	**	1/ (N/A)
			2017	0.099	3 / (N/A)
			2016	0.102	1 / (N/A)
Ozone (O <sub>3</sub> ) (8-hour)	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (147 µg/m <sup>3</sup> )	2018	**	11 / (N/A)
			2017	0.077	12 / 11
			2016	0.083	5 / 11
Particulate Matter (PM <sub>10</sub> ) (24-hour)	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	2018	**	**/**
			2017	**	**/**
			2016	**	**/**
Fine Particulate Matter (PM <sub>2.5</sub> ) (24-hour)	--	35 µg/m <sup>3</sup>	2018	31.6	**/**
			2017	32.6	**/**
			2016	39.7	**/**

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2019A.

NOTES: PPM = PARTS PER MILLION; µG/M<sup>3</sup> = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; \*\* = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. \*= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD

## 3.3 AIR QUALITY

**TABLE 3.3-7: AMBIENT AIR QUALITY MONITORING DATA (ROSEVILLE-N SUNRISE BLVD)**

POLLUTANT	CAL.	FED.	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
	PRIMARY STANDARD				
Ozone (O <sub>3</sub> ) (1-hour)	0.09 ppm (180 µg/m <sup>3</sup> )	--	2018	0.110	4 / (N/A)
			2017	0.117	4 / (N/A)
			2016	0.115	5 / (N/A)
Ozone (O <sub>3</sub> ) (8-hour)	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (147 µg/m <sup>3</sup> )	2018	0.083	11 / 11
			2017	0.088	10 / 9
			2016	0.092	21 / 20
Particulate Matter (PM <sub>10</sub> ) (24-hour)	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	2018	211.3	**/2.0*
			2017	65.8	**/0.0*
			2016	39.1	**/0.0*
Fine Particulate Matter (PM <sub>2.5</sub> ) (24-hour)	--	35 µg/m <sup>3</sup>	2018	172.8	(N/A) / 17.3*
			2017	28.8	(N/A) / 0*
			2016	24.4	(N/A) / 0*

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2019A.

NOTES: PPM = PARTS PER MILLION; µg/M<sup>3</sup> = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; \*\* = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. \* = ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD

**TABLE 3.3-8: AMBIENT AIR QUALITY MONITORING DATA (TAHOE CITY-221 FAIRWAY DRIVE)**

POLLUTANT	CAL.	FED.	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
	PRIMARY STANDARD				
Ozone (O <sub>3</sub> ) (1-hour)	0.09 ppm (180 µg/m <sup>3</sup> )	--	2018	0.090	0 / (N/A)
			2017	0.802	0 / (N/A)
			2016	0.073	NA / (N/A)
Ozone (O <sub>3</sub> ) (8-hour)	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (147 µg/m <sup>3</sup> )	2018	0.078	10 / 10
			2017	0.070	1 / 0
			2016	0.068	0 / 0
Particulate Matter (PM <sub>10</sub> ) (24-hour)	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	2018	**	**/**
			2017	**	**/**
			2016	**	**/**
Fine Particulate Matter (PM <sub>2.5</sub> ) (24-hour)	--	35 µg/m <sup>3</sup>	2018	**	(N/A) / 72.2
			2017	**	(N/A) / 75.9
			2016	**	(N/A) / 26.5

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2019A.

NOTES: PPM = PARTS PER MILLION; µg/M<sup>3</sup> = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; \*\* = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. \* = ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD

### 3.3.2 REGULATORY SETTING

#### FEDERAL

##### Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The USEPA is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering

from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and PM<sub>2.5</sub> ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the USEPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment (REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, USEPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by the CASAC. Members of CASAC are appointed by the USEPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review the NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutant as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the USEPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standards consistent with the current California state standard.
- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.
- NO<sub>2</sub>: The national NO<sub>2</sub> standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO<sub>2</sub> concentrations than the existing national standard.

- **SO<sub>2</sub>:** On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99<sup>th</sup> percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.
- **PM:** the national annual average PM<sub>2.5</sub> standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower PM<sub>2.5</sub> concentrations than the existing standard.
- **Lead:** The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the USEPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. The CARB is the state agency that is responsible for preparing and implementing the California SIP.

### **Transportation Conformity Analysis**

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the EPA adopted implementing regulations in 1997. See §176 of the FCAA (42 U.S.C. §7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration (FHWA), conform to the SIP as approved or promulgated by EPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas (maintenance areas are those areas that were in nonattainment that have been redesignated to attainment, under the FCCA). Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the Metropolitan Planning Organization, the Council of Governments, or a federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

### **Transportation Control Measures**

One particular aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). TCM

strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

## STATE

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### **California Clean Air Act**

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The CARB is the agency responsible for administering the CCAA. The CARB established ambient air quality standards pursuant to the California Health and Safety Code (CH&SC) [§39606(b)], which are similar to the federal standards.

### **California Air Quality Standards**

Although NAAQS are determined by the USEPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM<sub>10</sub>) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in Table 3.3-1.

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. The Office of Environmental Health Hazard Assessment (OEHHA) uses the review of health literature to develop a recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and also for public peer review by the Air Quality Advisory Committee (AQAC). AQAC members are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. The ARB staff next revises the ISOR based on comments from AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, the CARB adopted revisions to the PM<sub>10</sub> standard and established a new PM<sub>2.5</sub> annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and the CARB

adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

### **CARB Mobile-Source Regulation**

The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, the CARB's motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Towards this end, the CARB has adopted regulations which required auto manufacturers to phase in less polluting vehicles.

### **Tanner Air Toxics Act**

California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB can designate a substance as a TAC. To date, ARB has identified more than 21 TACs and has adopted EPA's list of HAPs as TACs. Most recently, diesel PM was added to the ARB list of TACs. Once a TAC is identified, ARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. ARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators). In February 2000, ARB adopted a new public-transit bus-fleet rule and emission standards for new urban buses. These rules and standards provide for (1) more stringent emission standards for some new urban bus engines, beginning with 2002 model year engines; (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies; and (3) reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule. Upcoming milestones include the low-sulfur diesel-fuel requirement, and tighter emission standards for heavy-duty diesel trucks (2007) and off-road diesel equipment (2011) nationwide.

## LOCAL

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### **Air Quality Management District**

The Placer County Air Pollution Control District (APCD), or "Air District", is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in Placer County, as well as for adopting



strategies needed to improve air quality and ensure the Region's compliance with federal and state standards.

### **Sacramento Area Council of Governments**

SACOG is designated as the Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. In addition, SACOG, through a memorandum of understanding with the PCTPA, governs federal transportation planning and programming for Placer County and is responsible for ensuring that the 2040 RTP conforms to the State Implementation Plan (SIP).

### **Fugitive Dust**

Rule 228 – Fugitive Dust is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. This rule applies to public and private construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), and operation of machines/equipment. The rule requires implementing good housekeeping and/or work practices that reduce and control the emissions to the atmosphere.<sup>2</sup>

### **Placer County Transportation Planning Agency**

The Placer County Transportation Planning Agency (PCTPA) is responsible for transportation planning within the Sacramento Valley and Mountain Counties Air Basin portions of Placer County, including preparation of the RTP for the county. The PCTPA is designated as the Regional Transportation Planning Agency, Congestion Management Agency, and the Airport Land Use Commission for Placer County. As the designated Regional Transportation Planning Agency for Placer County, the PCTPA is eligible to receive federal Congestion Mitigation and Air Quality funding for programs to reduce congestion and improve air quality, such as bikeways, pedestrian improvements, and alternative fuel transit buses.

### **Local General Plans**

Placer County and the six incorporated cities/towns (Auburn, Colfax, Lincoln, Loomis, Rocklin, and Roseville) do not directly regulate air quality within their jurisdictions, however, the county and cities each adopt policies within their General Plans to reduce air pollutant emissions as part of their general plans and other local programs.

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<sup>2</sup> See: <https://www.placer.ca.gov/DocumentCenter/View/1373/Rule-228-Fugitive-Dust-PDF>

### 3.3.3 IMPACTS AND MITIGATION MEASURES

#### THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with air quality if it will:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impacts related to greenhouse gases, climate change, and energy are addressed in Section 3.5.

#### **Impacts related to Project-generated Pollutants of Human Health Concern**

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (226 Cal.App.4th 704) (hereafter referred to as the Friant Ranch Decision). The case reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch development. The Friant Ranch project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in nonattainment for the ozone and PM<sub>2.5</sub> NAAQS and CAAQS. The Court found that the air quality analysis was inadequate because it failed to provide enough detail “for the public to translate the bare [criteria pollutant emissions] numbers provided into adverse health impacts or to understand why such a translation is not possible at this time.” The Court’s decision clarifies that the agencies authoring environmental documents must make reasonable efforts to connect a project’s air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

All criteria pollutants that would be generated by the project are associated with some form of health risk (e.g., asthma). Criteria pollutants can be classified as either regional or localized pollutants. Regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source. Localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO<sub>2</sub>, SO<sub>2</sub>, and lead (Pb) are localized pollutants. PM can be both a local and a regional pollutant, depending on its composition. As discussed above, the primary criteria pollutants of concern generated by the project are ozone precursors (ROG and NO<sub>x</sub>) and PM (including Diesel PM). The APCD does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions.

#### **REGIONAL PROJECT-GENERATED CRITERIA POLLUTANTS (OZONE PRECURSORS AND REGIONAL PM)**

Adverse health effects induced by regional criteria pollutant emissions generated by the project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g.,

cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO<sub>x</sub>) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO<sub>x</sub> generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long-distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region.

Technical limitations of existing models to correlate project- or plan-level regional emissions to specific health consequences are recognized by air quality management districts throughout the state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD), who provided amici curiae briefs for the Friant Ranch legal proceedings. In its brief, SJVAPCD (2015) acknowledges that while health risk assessments for localized air toxics, such as DPM, are commonly prepared, “it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The air district further notes that emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO<sub>x</sub> and VOC in the Valley) is not likely to yield valid information,” and that any such information should not be “accurate when applied at the local level.” SCAQMD presents similar information in their brief, stating that “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels”<sup>3</sup>.

As discussed above, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, air districts typically consider projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. For plan-level projects, such as the proposed project, air districts typically consider projects that do not generate a net increase of criteria pollutants for which the region is in nonattainment to not adversely affect air quality. Emissions generated by a project or plan could increase some local concentrations of photochemical reactions and the formation of tropospheric ozone and secondary PM (even if regional emissions are reduced with implementation of a project or plan), which at certain concentrations, could lead to increased incidence of specific health consequences at the local level. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. As such, a project or plan’s incremental contribution cannot be traced to specific health outcomes on a regional scale, and a quantitative

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<sup>3</sup> For example, SCAQMD’s analysis of their 2012 Air Quality Attainment Plan showed that modeled NO<sub>x</sub> and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD’s Rule 1315 showed that emissions of NO<sub>x</sub> and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absence (South Coast Air Quality Management District, 2015).

correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis.

### IMPACTS AND MITIGATION MEASURES

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#### **Impact 3.3-1: Long-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area (less than significant)**

##### PROJECT EMISSIONS

A finding of conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with (“conform to”) the State Implementation Plan (SIP). Conformity ensures that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. Additionally, SIPs in California are developed to ensure conformity with the State ambient air quality standards. SACOG, through a memorandum of understanding with the PCTPA, governs federal transportation planning and programming for Placer County and is responsible for ensuring that the 2040 RTP conforms to the State Implementation Plan (SIP). The Placer County Air Pollution Control District is not required to develop a Regional Air Quality Plan and the PCTPA is not required to perform air quality “Conformity Analysis” for its transportation projects due to being governed under SACOG which is the federally designated Metropolitan Planning Organization (MPO).

Under the terms of a Memorandum of Understanding between PCTPA and SACOG, PCTPA submits the Placer County RTP for inclusion into the SACOG MTP. The 2040 RTP projects lists were reviewed by SACOG and incorporated into the 2020 MTP/SCS preferred scenario. This process allows the Placer County RTP, a locally developed plan, to be included in the regional air quality conformity process. The local planning process for the RTP includes a local consensus of policies, projects, programs, and funding decisions, which then become an integral part of the regional MTP.

In order to compare the region’s current air quality with federal and state standards, the Air District maintains air quality monitoring stations located in Auburn, Lincoln, Colfax, Roseville, and Tahoe City (note: Tahoe City is outside of the PCTPA Planning Boundary). The pollutants monitored at these sites include: ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>.

Although this analysis will not require a formal conformity determination, it will undergo public review in accordance with PCTPA policies for community input, as well as review by SACOG to ensure conformance with regional objectives. These procedures ensure that the public has adequate opportunity to be informed of the regional emissions analysis, encourages public participation and comment, and endures conformity with regional plans and procedures.

##### ***Emission Estimates: EMFAC Outputs***

The regional emissions analysis and forecasts for transportation-related ROG, NO<sub>x</sub>, and PM<sub>2.5</sub> are summarized below in Table 3.3-9. The summary of emissions forecasts is provided by SACOG and can be found in (Appendix B).

**TABLE 3.3-9: EMISSION ESTIMATES (TONS PER DAY)**

EMISSIONS TYPE	2016		2035		2040	
	PLACER COUNTY	REGIONAL TOTAL	PLACER COUNTY	REGIONAL TOTAL	PLACER COUNTY	REGIONAL TOTAL
ROG	3.39	20.70	1.57	8.38	1.44	7.47
% Reduction from 2016	N/A	N/A	-53.69%	-59.52%	-57.52%	-63.91%
NO <sub>x</sub>	6.97	36.00	2.22	10.26	2.13	9.58
% Reduction from 2016	N/A	N/A	-68.15%	-71.50%	-69.44%	-73.39%
PM <sub>2.5</sub>	0.27	1.74	0.26	1.57	0.27	1.60
% Reduction from 2016	N/A	N/A	-3.70%	-9.77%	-0.00%	-8.05%

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

The results from the emissions outputs show a downward trend through the 2040 analysis horizon for ROG and NO<sub>x</sub> within Placer County. PM<sub>2.5</sub> emissions are shown to remain unchanged through the 2040 analysis horizon within Placer County. Regional air quality emissions are shown to improve during the 2040 planning horizon for ROG, NO<sub>x</sub>, and PM<sub>2.5</sub>. The projected changes to emissions of criteria pollutants are related to assumptions in the EMFAC modeling regarding improving fuel efficiency and emission rates for vehicles due to State and federal emission control programs, as well as improvements in technology and the overall transportation network.

#### PROJECT EFFECTS ON PUBLIC HEALTH

As shown in Table 3.3-9, emissions estimates in Placer County show a downward trend through the 2040 analysis horizon for ROG and NO<sub>x</sub>, and no change for PM<sub>2.5</sub>.

#### **Ozone**

O<sub>3</sub> is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) (also known as ROG) and oxides of nitrogen (NO<sub>x</sub>) in the presence of sunlight. The reactivity of O<sub>3</sub> causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O<sub>3</sub> not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O<sub>3</sub> for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary,

evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b).

The proposed project would generate emissions of ROG and NO<sub>x</sub> during long-term operational activities. Although the exact effect of such emissions on local health are not quantified, it is likely that the generation of ROG and NO<sub>x</sub> by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of individual RTP projects. However, as shown in Table 3.3-9, ROG and NO<sub>x</sub> emissions associated with the project's transportation facilities within both Placer County and the broader SACOG region would decrease over the planning horizon. Therefore, the proposed project is unlikely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards throughout the RTP planning horizon. However, the proposed project's generation of ROG and NO<sub>x</sub> would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

#### ***Particulate Matter***

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO<sub>2</sub>) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in PM<sub>2.5</sub> results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM<sub>10</sub> and PM<sub>2.5</sub> can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

Although the exact effects of such emissions on local health are not known, it is likely that PM generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of individual RTP projects. However, as shown in Table 3.3-9, PM<sub>2.5</sub> emissions associated with the project's transportation facilities within both Placer County and the broader SACOG region would not increase over the planning horizon. Therefore, the proposed project is unlikely to generate an increase in the

number of days exceeding the NAAQS or CAAQS standards through the planning horizon. However, the proposed project's generation of PM would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

### ***Discussion***

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure), as well as the variabilities in the receptors that reside in a particular area. It is anticipated that public health will continue to be affected by the emission of criteria pollutants, especially by those with impaired respiratory systems in the PCTPA planning area and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, as shown in Table 3.3-9, these pollutants as generated by the region's transportation facilities would decrease over the planning horizon. Nevertheless, the criteria pollutants generated by the proposed project during project operation when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

### CONCLUSION

The emission outputs reflect a decreasing trend of criteria pollutant emissions through 2040 for ROG and NO<sub>x</sub>, and no change for PM<sub>2.5</sub>. The results of the emission model largely reflects the fact that the state and federal Environmental Protection Agency's vehicle and fuel regulations that are being phased into place over the study horizon will bring about significantly lower emission levels, which is particularly important for the reduction of emissions in nonattainment areas. The results of the emission model also reflect improvements to technology, independent of state and federal regulations. Furthermore, the outputs also reflect improvements to the transportation network, including the use of alternative modes such as bike/pedestrian, transit, and carpooling opportunities.

While the 2040 RTP provides improvements that will increase transportation system capacity, it should be noted that it does not control land development and population growth, rather, the General Plans for the incorporated and unincorporated communities control growth and development. Implementation of the 2040 RTP may also result in beneficial air quality impacts as a result of the transportation system improvements.

Implementation of the 2040 RTP will not conflict with or obstruct any air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a Nonattainment area. Therefore, this impact is considered ***less than significant***.

#### **Impact 3.3-2: Short-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area (less than significant with mitigation)**

##### PROJECT EMISSIONS

The portion of Placer County located within the MCAB has a state designation of Nonattainment for ozone and PM<sub>10</sub>, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of Placer County within the MCAB has a national designation of Nonattainment for ozone and a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). The portion of Placer County located within the SVAB has a state designation of Nonattainment for ozone and PM<sub>10</sub>, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of Placer County within the SVAB has a national designation of Nonattainment for ozone and PM<sub>2.5</sub> a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status).

Activities associated with construction and implementation of the various roadway and other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO<sub>x</sub>) as well as PM<sub>10</sub> and PM<sub>2.5</sub>, which could exacerbate the County's existing non-attainment status for these criteria pollutants.

Construction projects in Placer County, including the construction of the roadway and other transportation improvements identified in the 2040 RTP, are required to receive a permit from Placer County Air Pollution Control District (APCD). The APCD has existing rules and regulations in place to reduce construction related emissions and dust impacts. All future roadway and other transportation construction projects associated with implementation of the 2040 RTP would be subject to the existing APCD requirements. Placer County APCD Rule 228 – Fugitive Dust is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. This rule applies to public and private construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), and operation of machines/equipment. The rule requires implementing good housekeeping and/or work practices that reduce and control the emissions to the atmosphere.

Implementation of these measures requires the development of a dust control plan and the construction operators to take special precautions during construction, including grading, paving, and maintenance of roads and other improvements that would reduce emissions of particulate matter, ozone precursors, and other pollutants.



## PROJECT EFFECTS ON PUBLIC HEALTH

Ozone precursors (ROG and NO<sub>x</sub>) and PM would be generated locally during construction activities. However, construction activities are temporary in nature, and with implementation with the APCD pre-established rules, any potential increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, due to expected improvements in on-road and off-road mobile vehicle efficiencies over the PCTPA planning horizon. Nevertheless, the criteria pollutants generated by the proposed project during project construction when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the individual RTP projects.

## CONCLUSION

Compliance with the APCD pre-established rules, including implementation of Mitigation Measure 3.3-1, will ensure that short-term air quality impacts are reduced to a **less than significant** level.

## MITIGATION MEASURES

**Mitigation Measure 3.3-1:** *The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with APCD Rule 228 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.*

### **Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations (less than significant with mitigation)**

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels could increase the risk of such incidences.

The RTP projects are designed to improve traffic flows and reduce congestion system-wide, reducing the potential for CO “hot spots” that can occur from exhaust of idling cars waiting to clear a heavily congested intersection or crossing. The RTP projects are intended to reduce congested conditions throughout the system while accommodating additional traffic generated by the increase in population projected for Placer County. These are considered beneficial effects.

While the RTP projects will respond to additional traffic and reducing congestion (brought by that additional traffic) system-wide, there is a potential for CO concentrations or hot spots to develop under adverse atmospheric conditions that prevent a rapid dispersion of CO. Currently, the County is in attainment of federal and State standards for CO. Nonetheless, there is a potential for some, albeit rare, instances of congestion and an occasional hot spot. The following mitigation measure would ensure traffic flows near sensitive receptors are improved in order to reduce the potential for the formation of CO hot spots. Implementation of the following mitigation measure would reduce this impact to a *less than significant* level.

### MITIGATION MEASURES

**Mitigation Measure 3.3-2:** *The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.*

### **Impact 3.3-4: Create objectionable odors affecting a substantial number of people (less than significant)**

Implementation of the RTP would not directly create or generate objectionable odors. Persons residing in the immediate vicinity of proposed improvements may be subject to temporary odors typically associated with roadway construction activities (hot asphalt, etc.). However, any odors generated by construction activities would be minor and would be short and temporary in duration. This is considered a *less than significant* impact.

### **Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures (less than significant with mitigation)**

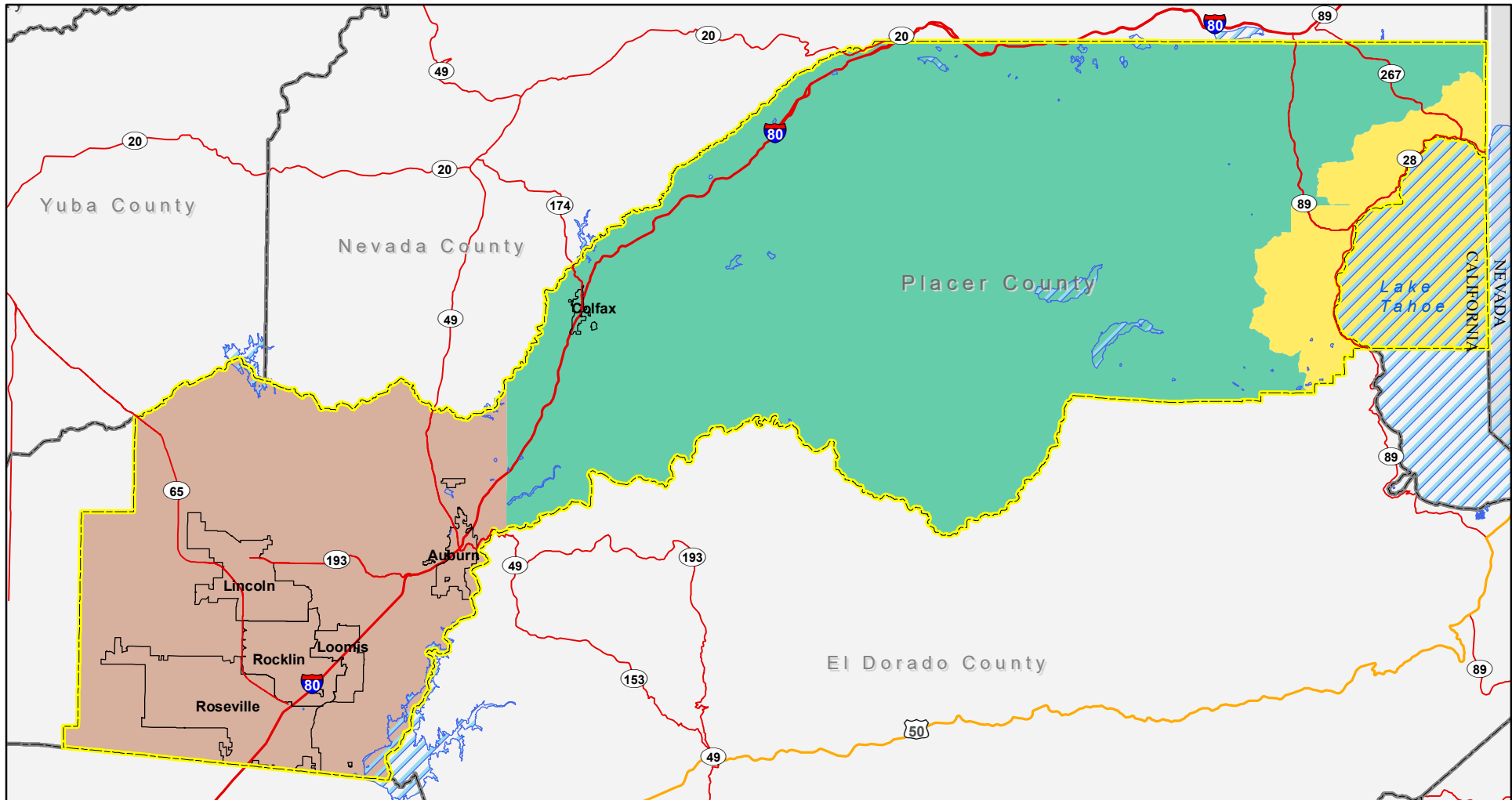
Asbestos is a material that has been used in a variety of transportation facilities, including bridges, walls, and road base. Demolition and excavation activities of facilities containing asbestos requires monitoring to ensure that they are properly removed and disposed of in accordance with local and State regulations.

Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level assessments and will be responsible for consideration of mitigation measures for significant effects on the environment. If asbestos is deemed present naturally, or in existing facilities, an Asbestos Hazard Dust Mitigation Plan would be prepared to ensure that adequate dust control and asbestos hazard mitigation measures are implemented during project construction. The following mitigation measure would ensure that any construction activities that may result in the release of asbestos would include appropriate measures contained within an Asbestos Hazard Dust Mitigation Plan to ensure that exposure to construction workers and the public is minimized to acceptable State and local levels. Implementation of the following mitigation measure would ensure that this potential impact is reduced to a *less than significant* level.

**MITIGATION MEASURES**

**Mitigation Measure 3.3-3:** *Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and Placer County APCD Rule 228 –Fugitive Dust, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the APCD.*

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**Legend**

**Air Basin**

- Lake Tahoe Air Basin
- Mountain Counties Air Basin
- Sacramento Valley Air Basin

**County Boundaries**

- Surrounding Counties
- Placer County

Data sources: California Air Resources Board 2006; California Spatial Information Library; Placer County GIS. Map date: August 21, 2019.

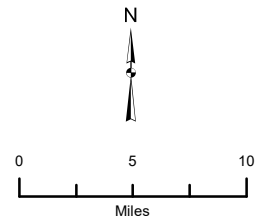


Figure 3.3-1. Air Basins Map

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This section provides a background discussion of the prehistoric period background, ethnographic background, historic period background, known cultural resources in the region, the regulatory setting, an impact analysis, and mitigation measures. A letter from the Native American Heritage Commission (July 1, 2019) was received after during the public review period for the Notice of Preparation regarding this topic.

### 3.4.1 ENVIRONMENTAL SETTING

Placer County contains a rich cultural resource heritage that includes archeological, historical, and paleontological sites and resources. Many archeological and historical sites and resources have been identified and evaluated. However, given the rich heritage of the area, many archeological, historical, and paleontological sites and resources may remain undiscovered.

#### PALEONTOLOGICAL RESOURCES

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Paleontology is a branch of geology that studies prehistoric life forms other than humans, through the study of plant and animal fossils. Paleontological resources are fossilized remains of organisms that lived in the region in the geologic past and therefore preserve an aspect of the County's prehistory which is important in understanding the development of the region as a whole, as many of these species are now extinct. Like archaeological sites and objects (which pertain to human occupation), paleontological sites and fossils are non-renewable resources. They are found primarily in sedimentary rock deposits and are most easily found in regions that may have been uplifted and eroded, but they may also be found anywhere that subsurface excavation is being carried out (e.g., streambeds, under roads). Much of Placer County's Paleontological resources are associated with sedimentary, metasedimentary, and alluvial geology, which is found mostly in the western half of the county, which is comprised predominantly of sedimentary deposits including, sedimentary rocks, and volcanic sedimentary materials.

#### **Fossils and Their Associated Formations**

Geologic formations are the matrix in which most fossils are found, occasionally in buried paleosols (ancient soils). These formations are totally different from modern soils and cannot be correlated with soil maps that depict modern surface soils representing only a thin veneer on the surface of the earth. Geologic formations may range in thickness from a few feet to hundreds of thousands of feet, and form complex relationships below the surface. Geologic maps (available through the U.S. Geological Survey [USGS] or California Geological Survey) show the surface expression (in two dimensions) of geologic formations along with other geologic features such as faults, folds, and landslides. Although sedimentary formations were initially deposited one atop the other, much like a layer cake, over time the layers have been squeezed, tilted, folded, cut by faults and vertically and horizontally displaced, so that today, any one rock unit does not usually extend in a simple horizontal layer. If a sensitive formation bearing fossils can be found at the surface in an outcrop, chances are that same formation may extend not only many feet into the ground straight down, it may well extend for miles just below the surface. Consequently, predicting which areas are paleontologically sensitive is a difficult task. Within Placer County, sediments associated with the Mehrten Formation in the Roseville area have been found to

contain fossils of terrestrial vertebrates. Additionally, caves associated with the limestone geology found in the central part of the Sierra Nevada foothills may also contain fossil assemblages (Placer County, 1994).

### **Determining Paleontological Potential**

The most general paleontological information can be obtained from geologic maps, but geologic cross sections (slices of the layer cake to view the third dimension) must be reviewed for each area in question. These usually accompany geologic maps or technical reports. Once it can be determined which formations may be present in the subsurface, the question of paleontological resources must be addressed. Even though a formation is known to contain fossils, they are not usually distributed uniformly throughout the many square miles the formation may cover. Other resources to be considered in the determination of paleontological potential are regional geologic reports, site records on file with paleontological repositories and site-specific field surveys.

### **General Location and Significance of Major Finds in Placer County**

There are many fossil localities recorded in Placer County. Paleontologists consider all vertebrate fossils to be of significance. Fossils of other types are considered significant if they represent a new record, new species, an oldest occurring species, the most complete specimen of its kind, a rare species worldwide, or a species helpful in the dating of formations. However, even a previously designated low potential site may yield significant fossils. The exact locations are considered proprietary and therefore not presented in this document (to prevent the removal or destruction of these important, nonrenewable resources).

## **ETHNOGRAPHIC BACKGROUND**

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### **Nisenan and Washo Native Americans**

Placer County's geography and climate required the early people living in the county area to adapt a variety of strategies to fully use the lands resources. The area is known to have been occupied by two groups of Native Americans. West of the Sierra Nevada crest were the Nisenan, also known as the Southern Maidu. The Nisenan occupied territory that stretched from the American and Cosumnes Rivers in the South to the Yuba and Bear Rivers in the north. The Washo primarily east of the Sierra Crest, whose territory centered on the Tahoe Basin and included the Truckee River Valley. Both groups were hunter-gatherer populations. Subsistence among the Nisenan territory offered abundant year-round food sources. Food gathering was based on seasonal ripening, but hunting, gathering, and fishing went on all year, with the greatest activity in late summer and early fall. They gathered many different staples, not depending on one crop. Seasonal harvests could be communal or personal property. Most activities and social behaviors such as status, sharing, trading, ceremonies, and disagreements were important adjuncts to the gathering and distribution of food (Sturtevant, William C., 1978).

The Nisenan occupied a territory capable of supporting relatively large, semi-permanent villages. Their subsistence focused on resources from the rivers and the riparian forests and marshes surrounding the rivers. The Washo lived a much more mobile life in smaller groups. They fished for



cutthroat trout in the Truckee River and deer and mountain sheep in the surrounding mountains. The Nisenan occupied isolated village sites on high ground in the Sacramento River and Feather River basins. Upland and foothill areas were occupied by the Nisenan throughout the year. In the mountainous areas farther east, inhabitants lived with greater mobility, spending the winter in village sites below the snow line and moving eastward to occupy small camps between the snow line and the crest during spring and summer. The Washo wintered at sheltered sites in the western Great Basin. In the spring they dispersed into the Sierra Nevada, moving west to trade with the Nisenan.

These migratory and settlement patterns have left unique archeological remains that could include a variety of culturally significant resources, such as habitation sites, burial sites, and resource procurement and processing sites. Many of these sites have been recorded at the North Central Information Center.

Descendants of the Nisenan are known to live in Placer County. These residents are themselves a link to the ethnographic heritage of this area and may provide further information concerning such cultural elements as known habitation, burial, or sacred sites.

## HISTORIC PERIOD BACKGROUND

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### **Early History**

The first documented presence of North Americans of European descent in Placer County was during the 1840s. Gold was discovered on the American River at Coloma in January 1848 and again in May in the Auburn Ravine just west of Auburn. The earliest towns were Auburn (founded in 1849), Ophir (1852), and Rattlesnake (1853), and many other communities were founded soon after. Three years after the discovery of gold, Placer County was formed from portions of Sutter and Yuba counties on April 25, 1851. Auburn was selected as the county seat. Gold mining was a major industry through the 1880s, but gradually was replaced by farming, harvesting timber, the railroad industry. Auburn was close to the spot on the American River where James Marshall made his golden discovery in January of 1848, starting the great California Gold Rush.

The economy of the county was originally based on mining of gold, and then coal, granite, iron, copper, quartz, and clay. Each of these minerals became the mainstay of a local economy and contributed to the growth of the county, Timber and agriculture became important industries based on the needs of the mining industry; by 1869, 15 saw mills produced 17 million board feet of lumber in the county.

### **Agriculture**

Agricultural activity resulted from the need for fruit, vegetables, and flour to feed the increasing number of miners and immigrants during the gold rush. The climate and topography of the foothills proved an ideal location for growing fruit. By 1890, Placer County fruit was known nationwide, and during the 1920s, Placer County was considered the largest fruit producing area in the state. Beginning as mining towns, Loomis and Newcastle soon became booming fruit-growing centers. Penryn was founded by a Welsh miner who established a large granite quarry there.

## 3.4 CULTURAL AND TRIBAL RESOURCES

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Lincoln grew into existence to support farming and ranching. After many years as a gold mining town, Foresthill grew to become a timber industry center. Colfax began life as railroad construction camp in 1865. In the late 1950s a disease called "pear decline" and the lower yield of foothill ranches compared to those in the valley contributed to the demise of Placer County's fruit industry.

Dairy farming became locally important after the decline of the fruit industry but by 1960 also had diminished significance. Other agricultural enterprises in the county have included raising beef cattle, horses, rice, sheep, turkeys, and producing honey, wine, and brandy. Only a few remaining fruit ranches still operate in the county. Neglected or abandoned orchards are a common site in the county's rolling foothills.

### **Transportation**

The latter decades of the nineteenth century saw several important advances in the transportation system, and many local communities were established at that time. The Central Pacific Railroad completed track from Sacramento to Roseville in 1864, and to Auburn a year later. Placer County's growth and development was greatly enhanced by the Central Pacific Railroad, which owned alternate sections of land throughout the county. Many ranches and communities started on land purchased from the railroad, which also provided shipping depots for local agricultural products. Once a small agricultural center, Roseville became a major railroad center and grew to be Placer County's most populous city after Southern Pacific Railroad moved its railroad switching yards there in 1908.

## KNOWN CULTURAL RESOURCES

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### **Paleontological Resources**

Fossil remains of prehistoric plant and animal life could be found in the sedimentary rocks and volcanic rock sedimentary materials that are present throughout western Placer County. Sediments associated with the Mehrten Formation in the Roseville area have been found to contain fossils of terrestrial vertebrates. Fossilized animal remains may also be present in caves associated with the limestone geology that can be found in the central part of the Sierra Nevada foothills.

### **Archaeological Resources**

Placer County contains a rich cultural resource heritage that includes archeological, historical, and paleontological sites and resources. Many archeological and historical sites and resources have been identified and evaluated, and are available for study and enjoyment by county resident and visitors. Given the rich heritage of the area, however, many archeological, historical, and paleontological sites and resources may remain undiscovered.

Little is currently known about large expanses of Placer County, although important archeological sites have been studied and recorded in the Truckee River Valley and the proposed Auburn Dam project area. Other minor excavations have been conducted in the Tahoe National Forest and at a number of sites in the Christian Valley and upper Auburn Ravine and Ophir areas. The North

Central Information Center at California State University, Sacramento, maintains records of these and other sites that are available to qualified researchers for use during the land development process.

Infrequent finds of fluted point fragments are the strongest evidence of Pre-archaic (over 8,000 years ago) occupation of the region; old sites of similar age could be found in Placer County. Nothing of the Early Archaic age (1,500-8,000 years ago) is known from Placer County west of the Sierran Crest, although there may have been occupation in the Central Valley. Habitation sites with well-built permanent houses have been found in eastern Placer County dating back to the Middle Archaic age (approximately 4,000 years ago). Smaller and less permanent settlements, as well as bedrock mortars, have been identified in Kings Beach from the Late Archaic age (2,000 years ago). Human occupation can be traced from this period without significant breaks to the indigenous inhabitants at the time of historic contact.

Although only a small portion of the land within Placer County has been surveyed for archaeological resources, numerous prehistoric and historic-era sites have been identified and recorded. The Placer County General Plan EIR indicates that roughly 18 percent of the county has been field surveyed, with surveys resulting in a total of 1,235 recorded archeological sites of all types. Assuming the remaining un-surveyed portions of the county have a similar density of sites, a minimum of 5,535 unrecorded sites can be anticipated. Except for areas of extremely rugged terrain and no water, prehistoric archaeological sites can be expected throughout the county. Most archaeological sites have been found on gentle to moderately-sloping sites below 1,500 feet within 500 feet of surface water sources (Placer County GP FEIR, 1994).

### **Architectural (Built Environment) Resources**

Few early gold rush era buildings are left in Placer County because early miners and immigrants generally lived outside or in cloth tents. A number of the buildings, structures, and features are left from the later mining era; some of these include Griffiths granite quarry and office in Penryn (now a state landmark), the clay pits northwest of Lincoln, an abandoned kiln in the middle of the Black Oak Golf Course, the Sisley mine industrial mill outside of Penryn, and the Big Ben Mine buildings north of Lincoln. Some other mining era buildings include an adobe or rammed earth building on Virginiatown Road, a few abandoned mines like the Hathaway Mine in the Ophir District, and the Whiskey Diggings Ditch that still carries water through the foothills of western Placer County.

Many other buildings, artifacts, and properties are associated with later phases of mining activity, including mine workers' and owners residences, warehouses, old mining buildings, gold camp sites, stamp mills, mining structures, mining ditches, and miles of stream bank dredge tailings. Two earth berms associated with an early railroad are evident in the Fruitvale District.

Structures associated with early lumber mills include old railroad trestles, tunnels, water flumes, and wooden bridges. Several buildings from this period on the Cal Ida Lumber Company property are considered locally significant.

An important early rancher, J. Parker Whitney, established the 18,100-acre Spring Valley Ranch, now known as Stanford Ranch, north of Roseville. Original rock walls, a hand hewn granite bridge,

## 3.4 CULTURAL AND TRIBAL RESOURCES

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and a mausoleum in which Whitney is buried are located at Stanford Ranch. Buildings and other features are associated with the fruit growing industry of the county. Some of these properties include early fruit stands; the Citrus Colony House on Del Mar Avenue west of Penryn; fruit sheds in Loomis, Newcastle, Auburn, and Colfax; orchard remnants; and the palm trees that line area roads.

Numerous small Depression-era concrete bridges built by laborers from the Work Projects Administration are located throughout the county. Other historical resources include early school houses, nineteenth and early twentieth-century residences, commercial buildings and districts, community halls, churches and cemeteries.

The DeWitt Center, north of Auburn, was a US. Army hospital built in 1944 that was later bought by the State of California and converted to a mental hospital. In the 1970s, the facility was sold to Placer County to house county offices.

Many of the historical resources mentioned above are in and around the early settlement areas of Placer County.

### CONSULTATION

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On August 27, 2018, representatives from the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and United Auburn Indian Community (UAIC) met to discuss the Placer County Regional Transportation Plan (RTP) and Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update process. Staff from the respective agencies also discussed coordination of their planning efforts and upcoming outreach opportunities.

UAIC Tribal members and staff discussed ongoing tribal activities and asked follow up questions regarding the components of the RTP and MTP/SCS, including transportation strategies. The UAIC requested to be a first point of contact and consideration in identification, handling, and relocating of cultural relics and ancestral remains. The meeting concluded with an outline of the next steps in the process.

### 3.4.2 REGULATORY SETTING

#### FEDERAL

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##### **National Historic Preservation Act**

The National Historic Preservation Act was enacted in 1966 as a means to protect cultural resources that are eligible to be listed on the National Register of Historic Places (NRHP). The law sets forth criterion that is used to evaluate the eligibility of cultural resources. The NRHP is composed of districts, sites, buildings, structures, objects, architecture, archaeology, engineering, and culture that are significant to American History.

Virtually any physical evidence of past human activity can be considered a cultural resource. Although not all such resources are considered to be significant and eligible for listing, they often

provide the only means of reconstructing the human history of a given site or region, particularly where there is no written history of that area or that period. Consequently, their significance is judged largely in terms of their historical or archaeological interpretive values. Along with research values, cultural resources can be significant, in part, for their aesthetic, educational, cultural and religious values.

### **Section 106 of the National Historic Preservation Act**

Specific regulations regarding compliance with Section 106 of the NHPA state that, although the tasks necessary to comply with Section 106 may be delegated to others, the federal agency is ultimately responsible for ensuring that the Section 106 process is completed according to statute. The Section 106 process is a consultation process that involves the State Historic Preservation Officer (SHPO) throughout; the process also calls for including Native American Tribes and interested members of the public, as appropriate, throughout the process. Implementing regulations for Section 106 (36 CFR 800) detail the following five basic steps.

1. Initiate the Section 106 process.
2. Identify and evaluate historic properties.
3. Assess the effects of the undertaking on historic properties within the area of potential effects (APE).
4. If historic properties are subject to adverse effects, the federal agency, the SHPO, and any other consulting parties (including Native American tribes) continue consultation to seek ways to avoid, minimize, or mitigate the adverse effect. A memorandum of agreement (MOA) is usually developed to document the measures agreed upon to resolve the adverse effects.
5. Proceed in accordance with the terms of the MOA.

### **Department of Transportation Act - Section 4(f)**

The Department of Transportation (DOT) Act of 1966, is set forth in Title 49 United States Code (U.S.C.). This law established that it is the policy of the United States Government to make a special effort to preserve historic sites. The Secretary of Transportation may approve a transportation program or project that requires the use of a historic site of national, state, or local significance only if: a) There is no prudent and feasible alternative to using that land; and b) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

## STATE

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### **California Register of Historic Resources**

The California Register of Historical Resources (CRHR) was established in 1992 and codified in the Public Resource Code §5020, 5024 and 21085. The law creates several categories of properties that may be eligible for the CRHR. Certain properties are included in the program automatically, including: properties listed in the NRHP; properties eligible for listing in the NRHP; and certain classes of State Historical Landmarks. Determining the CRHR eligibility of historic and prehistoric

## 3.4 CULTURAL AND TRIBAL RESOURCES

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properties is guided by CCR §15064.5(b) and Public Resources Code (PRC) §21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

Cultural resources, under CRHR and NRHP guidelines, are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. A cultural resource may be eligible for listing on the CRHR and/or NRHP if it:

- is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

If a prehistoric or historic period cultural resource does not meet any of the four CRHR criteria, but does meet the definition of a “unique” site as outlined in PRC §21083.2, it may still be treated as a significant resource if it is: an archaeological artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- it contains information needed to answer important scientific research questions and that
- there is a demonstrable public interest in that information,
- it has a special and particular quality such as being the oldest of its type or the best available example of its type, or
- it is directly associated with a scientifically recognized important prehistoric or historic event.

### **California Environmental Quality Act**

CEQA Guidelines §15064.5 provides guidance for determining the significance of impacts to archaeological and historical resources. Demolition or material alteration of a historical resource, including archaeological sites, is generally considered a significant impact. Determining the CRHR eligibility of historic and prehistoric properties is guided by CCR §15064.5(b) and Public Resources Code (PRC) §21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

CEQA also provides for the protection of Native American human remains (CCR §15064.5[d]). Native American human remains are also protected under the Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001 et seq.), which requires federal agencies and certain recipients of federal funds to document Native American human remains and cultural items within their collections, notify Native American groups of their holdings, and provide an opportunity for repatriation of these materials. This act also requires plans for dealing with potential future collections of Native American human remains and associated funerary objects, sacred objects,

and objects of cultural patrimony that might be uncovered as a result of development projects overseen or funded by the federal government.

### **Assembly Bill 978**

In 2001, Assembly Bill (AB) 978 expanded the reach of Native American Graves Protection and Repatriation Act of 1990 and established a state commission with statutory powers to assure that federal and state laws regarding the repatriation of Native American human remains and items of patrimony are fully complied with. In addition, AB 978 also included non-federally recognized tribes for repatriation.

## **LOCAL**

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Placer County, and its six incorporated areas (the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis), have all adopted General Plans with goals and policies related to the conservation and preservation of cultural resource heritage including: archeological, historical, and paleontological sites and resources.

### **3.4.3 IMPACTS AND MITIGATION MEASURES**

#### **THRESHOLDS OF SIGNIFICANCE**

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Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on cultural or tribal resources if it will:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5;
- Cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5;
- Directly or indirectly destroy a unique paleontological resource;
- Disturb any human remains, including those interred outside of formal cemeteries;
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either:
  - 1) a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - 2) a resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1 (c), and considering the significance of the resource to a California Native American tribe.

### IMPACTS AND MITIGATION MEASURES

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#### **Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5 (less than significant with mitigation)**

Implementation of individual RTP improvement projects may occur near or in close vicinity to architectural resources (buildings/structures/features) that are 50 years old or older. Given the age of these resources, it is possible they are historically significant and eligible for listing in the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP).

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. Nevertheless, the construction of individual RTP improvement projects may lead to physical demolition, destruction, relocation, or alteration of historical resources. Any impact on architectural resources could be potentially significant and further studies would be required to determine the level of significance of an impact. Implementation of following mitigation measure would reduce potential impacts to historical architectural resources to a *less than significant* level.

#### **MITIGATION MEASURES**

***Mitigation Measure 3.4-1:*** During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.

*If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.*



**Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074 (less than significant with mitigation)**

Implementation of most of the individual RTP improvements would be constructed within the existing rights-of-way. Improvements and modifications within existing rights-of-way would have less potential to encounter previously unknown archaeological resources relative to projects in undisturbed areas since the former right-of-way areas have already been disturbed. Improvements and modifications within existing rights-of-way still have potential to adversely affect archaeological resources, either directly or indirectly. As RTP projects are designed and reviewed by local jurisdictions, the RTP projects will undergo technical analysis to evaluate any potential impacts to cultural resources within their area of potential effect. Only a small number of individual RTP improvement projects would be constructed in previously undisturbed areas.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, damage to or destruction of archaeological resources or tribal cultural resources that are considered significant under local, state, or federal criteria would be a significant impact. Mitigation Measure 3.4-4 (see Impact 3.4-4) requires certain steps to be followed if human remains of Native American origin are discovered during construction or excavation activities. As requested by the UAIC during the August 27, 2018 meeting with SACOG and the PCTPA, this mitigation measure also requires consultation with the UACI to determine whether a project could affect cultural resources that may be of importance to the UACI.

Implementation of the following mitigation measure would ensure that all subsequent RTP projects either avoid known cultural, historical, tribal, or archaeological resources, or take steps to implement amelioration methods to reduce impacts to known cultural resources. This mitigation measure would also require investigations and avoidance methods in the event that a previously undiscovered cultural resource is encountered during construction activities. This mitigation measure would reduce this impact to a *less than significant* level.

**MITIGATION MEASURES**

***Mitigation Measure 3.4-2: During environmental review of individual RTP improvement projects, the implementing agencies shall:***

- *Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects.*
- *Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area*

## 3.4 CULTURAL AND TRIBAL RESOURCES

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- *Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.*

*In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate “substantial adverse changes” to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.*

*Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:*

- *If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.*
- *If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.*
- *The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.*

### **Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource (less than significant with mitigation)**

Most of the individual RTP improvements would be constructed within the existing rights-of-way, which is generally considered to have less potential to encounter previously unknown paleontological resources relative to projects in undisturbed/undeveloped areas. However, improvements and modifications within existing rights-of-way still have the potential to damage or destroy undiscovered paleontological resources especially during deeper excavations.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, damage to or destruction of paleontological resources that are considered significant under local, state, or federal criteria would be a significant impact. Implementation of the following mitigation measure would ensure

that all subsequent RTP improvement projects either avoid known paleontological resources, or take steps to implement amelioration methods to reduce impacts to known paleontological resources. This mitigation measure would reduce this impact to a ***less than significant*** level.

#### **MITIGATION MEASURES**

***Mitigation Measure 3.4-3:*** *During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*

#### **Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries (less than significant with mitigation)**

Indications are that humans have occupied Placer County for at least 10,000 years and it is not always possible to predict where human remains may occur outside of formal burials. Therefore, excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal burials. Under CEQA, human remains are protected under the definition of archaeological materials as being “any evidence of human activity.” Additionally, Public Resources Code Section 5097 has specific stop-work and notification procedures to follow in the event that human remains are inadvertently discovered during Project implementation. Implementation of the following mitigation measure would ensure that all subsequent RTP project construction activities that inadvertently discovers human remains implement state required consultation methods to determine the disposition and historical significance of the discovery. This mitigation measure would reduce this impact to a ***less than significant*** level.

#### **MITIGATION MEASURES**

***Mitigation Measure 3.4-4:*** *Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:*

- *The Placer County Coroner has been informed and has determined that no investigation of the cause of death is required.*
- *If the remains are of Native American origin, either of the following steps will be taken:*
  - *The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.*

## 3.4 CULTURAL AND TRIBAL RESOURCES

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- *The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs:*
  - *The Native American Heritage Commission is unable to identify a descendent.*
  - *The descendant identified fails to make a recommendation.*
  - *The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*

This section describes the regional greenhouse gas (GHG) emissions, climate change, and impacts that could result from project implementation. Following this discussion is an assessment of consistency of the proposed project with applicable policies and local plans.

The analysis and discussion of the GHG, climate change, and energy conservation impacts in this section focuses on the proposed project's consistency with local, regional, statewide, and federal climate change and energy conservation planning efforts and discusses the context of these planning efforts as they relate to the proposed project. Disclosures of the proposed project's estimated energy usage and greenhouse gas emissions are provided.

Emissions of GHGs have the potential to adversely affect the environment in a cumulative context. The emissions from a single project will not cause global climate change; however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

No comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic.

### 3.5.1 GREENHOUSE GASES AND CLIMATE CHANGE

#### ENVIRONMENTAL SETTING

##### **Greenhouse Gases and Climate Change Linkages**

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H<sub>2</sub>O), carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and ozone (O<sub>3</sub>). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three greenhouse gases have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse

## 3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

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effect. Among the prominent GHGs contributing to the greenhouse effect are CO<sub>2</sub>, CH<sub>4</sub>, O<sub>3</sub>, water vapor, N<sub>2</sub>O, and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2018a).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced approximately 440 million gross metric tons of carbon dioxide equivalents (MMTCO<sub>2e</sub>) in 2016 (California Energy Commission, 2018a). To meet the annual statewide targets set by the California Air Resources Board, California would need to reduce emissions to below 431 MMTCO<sub>2e</sub> by 2020, and to below 260 MMTCO<sub>2e</sub> by 2030 (California Air Resources Board, 2017).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2016, accounting for 41% of total GHG emissions in the state. This category was followed by the industrial sector (23%), the electricity generation sector (including both in-state and out of-state sources) (16%), the agriculture sector (8%), the residential energy consumption sector (7%), and the commercial energy consumption sector (5%) (California Energy Commission, 2018a).

### **Effects of Global Climate Change**

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. The snowpack portion of the supply could potentially decline by 50% to 75% by the end of the 21st century (National Resources Defense Council, 2014). This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead

to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (California Environmental Protection Agency, 2010). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. According to the most recent California Climate Change Assessment (*California's Fourth Climate Change Assessment*) (2019), the impacts of global warming in California are anticipated to include, but are not limited to, the following.

#### WILDFIRES

In recent years, the area burned by wildfires has increased in parallel with increasing air temperatures. Wildfires have also been occurring at higher elevations in the Sierra Nevada mountains, a trend which is expected to continue under future climate change. Climate change will likely modify the vegetation in California, affecting the characteristics of fires on the land. Land use and development patterns also play an important role in future fire activity. Because of these complexities, projecting future wildfires is complicated, and results depend on the time period for the projection and what interacting factors are included in the analysis. Because wildfires are affected by multiple and sometimes complex drivers, projections of wildfire in future decades in California range from modest changes from historical conditions to relatively large increases in wildfire regimes.

#### PUBLIC HEALTH

Nineteen heat-related events occurred from 1999 to 2009 that had significant impacts on human health, resulting in about 11,000 excess hospitalizations. However, the National Weather Service issued Heat Advisories for only six of the events. Heat-Health Events (HHEs), which better predict risk to populations vulnerable to heat, will worsen drastically throughout the state: by midcentury, the Central Valley is projected to experience average Heat-Health Events that are two weeks longer, and HHEs could occur four to ten times more often in the Northern Sierra region.

Climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions.

#### ENERGY RESOURCES

Higher temperatures will increase annual electricity demand for homes, driven mainly by the increased use of air conditioning units. High demand is projected in inland and Southern California, and more moderate increases are projected in cooler coastal areas. However, the increased annual residential energy demand for electricity is expected to be offset by reduced use of natural gas for space heating. Increases in peak hourly demand during the hot months of the year could be more

## 3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

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pronounced than changes in annual demand. This is a critical finding for California's electric system, because generating capacity must match peak electricity demand.

### WATER RESOURCES

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply.

Current management practices for water supply and flood management in California may need to be revised for a changing climate. This is in part because such practices were designed for historical climatic conditions, which are changing and will continue to change during the rest of this century and beyond. As one example, the reduction in the Sierra Nevada snowpack, which provides natural water storage, will have implications throughout California's water management system. Even under the wetter climate projections, the loss of snowpack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

### AGRICULTURE

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different



weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

#### FORESTS AND LANDSCAPES

Climate change will make forests more susceptible to extreme wildfires. *California's Fourth Climate Change Assessment* found that by 2100, if greenhouse gas emissions continue to rise, the frequency of extreme wildfires burning over approximately 25,000 acres would increase by nearly 50 percent, and that average area burned statewide would increase by 77 percent by the end of the century. In the areas that have the highest fire risk, wildfire insurance is estimated to see costs rise by 18 percent by 2055 and the fraction of property insured would decrease.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the state. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60% to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests is also expected to decrease as a result of global warming.

#### RISING SEA LEVELS

A new model estimates that, under mid to high sea-level rise scenarios, 31 to 67 percent of Southern California beaches may completely erode by 2100 without large-scale human interventions. Statewide damages could reach nearly \$17.9 billion from inundation of residential and commercial buildings under 50 centimeters (~20 inches) of sea-level rise, which is close to the 95<sup>th</sup> percentile of potential sea-level rise by the middle of this century. A 100-year coastal flood, on top of this level of sea-level rise, would almost double the costs.

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the state's coastal regions. Rising sea levels would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

### **Energy Consumption**

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are most widely used form of energy in the State. However, renewable source of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 33% of electricity generated from renewable resources by 2020, and 50 percent by 2030.

Overall, in 2017, California's per capita energy usage was ranked 48<sup>th</sup> in the nation (U.S. EIA, 2018). Additionally, California's per capita rate of energy usage has remained relatively constant since the 1970's. Many State regulations since the 1970's, including new building energy efficiency standards,

## 3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

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vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State in check.

The consumption of nonrenewable energy (primarily gasoline and diesel fuel) associated with the operation of passenger, public transit, and commercial vehicles results in GHG emissions that ultimately result in global climate change. Other fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

### ELECTRICITY CONSUMPTION

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Approximately 71 percent of the electrical power needed to meet California's demand is produced in the state. Approximately 29 percent of its electricity is imported from the Pacific Northwest and the Southwest (California Energy Commission, 2019). In 2010, California's in-state generated electricity was derived from natural gas (53.4 percent), large hydroelectric resources (14.6 percent), coal (1.7 percent), nuclear sources (15.7 percent), and renewable resources that include geothermal, biomass, small hydroelectric resources, wind, and solar (14.6 percent) (California Energy Commission, 2019). The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed by the State's Renewable Portfolio Standard (RPS).

According to the California Energy Commission (CEC), total statewide electricity consumption increased from 166,979 gigawatt-hours (GWh) in 1980 to 228,038 GWh in 1990, which is an estimated annual growth rate of 3.66 percent. The statewide electricity consumption in 1997 was 246,225 GWh, reflecting an annual growth rate of 1.14 percent between 1990 and 1997 (California Energy Commission, 2019). Statewide consumption was 274,985 GWh in 2010, an annual growth rate of 0.9 percent between 1997 and 2010. The Sacramento Area Council of Governments (SACOG) region consumed 17,787 GWh in 2012 (SACOG 2016 MTP/SCS Draft EIR, 2015) and 17,824 GWh in 2016 (CEC, 2016), roughly 6.7 percent of the state total. The SACOG region includes the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba as well as the 22 cities within these six counties.

### OIL

The primary energy source for the United States is oil, which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. World consumption of petroleum products has grown steadily in the last several decades. As of 2018, world consumption of oil had reached 100 million barrels per day (U.S. EIA, 2019a). The United States, with approximately five percent of the world's population, accounts for approximately 21 percent of world oil consumption, or approximately 20.5 million barrels per day (U.S. EIA, 2019b). The transportation sector relies heavily on oil. In California, petroleum-based fuels currently provide approximately 96 percent of the state's transportation energy needs (California Energy Commission, 2018b).

## NATURAL GAS

In 2012, the SACOG region consumed 529.5 million therms of natural gas. Natural gas supplies are derived from underground sources and brought to the surface at gas wells. Once it is extracted, gas is purified and the odorant that allows gas leaks to be detected is added to the normally odorless gas. Natural gas suppliers, such as PG&E, then send the gas into transmission pipelines, which are usually buried underground. Compressors propel the gas through the pipeline system, which delivers it to homes and businesses.

The state produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest (California Energy Commission, 2018b). In 2006, California produced 325.6 billion cubic feet of natural gas (California Energy Commission, 2019). PG&E is the largest publicly-owned utility in California and provides natural gas for residential, industrial, and agency consumers within the SACOG area, including Placer County.

### 3.5.2 REGULATORY SETTING

#### FEDERAL

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##### **Clean Air Act**

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National ambient air quality standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. Environmental Protection Agency (USEPA) is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

##### **Energy Policy and Conservation Act**

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are

not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The USEPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

### **Energy Policy Act of 1992 (EPAct)**

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

### **Energy Policy Act of 2005**

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

### **Intermodal Surface Transportation Efficiency Act (ISTEA)**

ISTEA (49 U.S.C. § 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations (MPOs), such as SACOG, were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process was then to address these policies. Another requirement was to consider the consistency of transportation planning with federal, state, and local energy goals. Through this requirement, energy consumption was expected to become a criterion, along with cost and other values that determine the best transportation solution.

### **Federal Transportation Funding**

SAFETEA-LU (23 U.S.C. § 507), renewed the Transportation Equity Act for the 21st Century (TEA-21) of 1998 (23 U.S.C.; 49 U.S.C.) through FY 2009. SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit. SAFETEA-LU addressed the many challenges facing our transportation system today—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and

protecting the environment—as well as laying the groundwork for addressing future challenges. SAFETEA-LU promoted more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation problems in their communities. SAFETEA-LU was extended in March of 2010 for nine months, and expired in December of the same year.

In June 2012, SAFETEA-LU was replaced by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which took effect October 1, 2012. MAP-21 was signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

More recently, the Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. The FAST Act provides a fully funded five-year authorization of surface transportation programs. The FAST Act builds on the changes made by the previous bill — the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act continues the Metropolitan Planning program. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program.

### **U.S. Federal Climate Change Policy**

According to the USEPA, “the United States government has established a comprehensive policy to address climate change” that includes slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, “the Federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science.” The USEPA administers multiple programs that encourage voluntary GHG reductions, including “ENERGY STAR”, “Climate Leaders”, and Methane Voluntary Programs. However, as of this writing, there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions.

### **Mandatory Greenhouse Gas Reporting Rule**

On September 22, 2009, the USEPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO<sub>2</sub> per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers will report at the corporate level. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

### STATE

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#### **Warren-Alquist Act**

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

#### **Energy Action Plan**

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 Energy Action Plan II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

#### **State of California Energy Action Plan**

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces VMT and accommodates pedestrian and bicycle access.

#### **Assembly Bill 1493**

In response to AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750

pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

The CARB requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The intent of the waiver is to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493. The USEPA granted a waiver to California to implement its greenhouse gas emissions standards for cars.

### **Assembly Bill 1007**

Assembly Bill 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

### **Bioenergy Action Plan – Executive Order #S-06-06**

Executive Order #S-06-06 establishes targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The executive order also calls for the state to meet a target for use of biomass electricity.

### **California Executive Orders S-3-05 and S-20-06, and Assembly Bill 32**

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80% below the 1990 levels by the year 2050. EO-S-20-06 establishes responsibilities and roles of the Secretary of Cal/EPA and state agencies in climate change

In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that the CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

### **EO S-13-08**

EO S-13-08 was issued on November 14, 2008. The EO is intended to hasten California’s response to the impacts of global climate change, particularly sea level rise, and directs state agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State’s transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaption strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

### **Assembly Bill 32 - Climate Change Scoping Plan**

On December 11, 2008, the CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of the CARB’s plans to achieve GHG reductions in California required by Assembly Bill (AB) 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO<sub>2e</sub>) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the state’s projected 2020 emissions level of 596 MMT of CO<sub>2e</sub> under a business-as-usual scenario. (This is a reduction of 42 MMT CO<sub>2e</sub>, or almost 10 percent, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions the CARB recommends for each emissions sector of the state’s GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO<sub>2e</sub>);
- the Low-Carbon Fuel Standard (15.0 MMT CO<sub>2e</sub>);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO<sub>2e</sub>); and
- a renewable portfolio standard for electricity production (21.3 MMT CO<sub>2e</sub>).

The CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017 (the *Final Scoping Plan*). The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the state. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has put California on track to meet the 2020 target. The 2017 Update expands the scope of the plan further by focusing on the strategy for achieving the state’s 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32), and



substantially advances toward the state's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relies on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to delivery climate, air quality, and other benefits. The 2017 Update identifies new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health.

### **Senate Bill 32**

Senate Bill 32, which passed into law in 2016, sets the target of reducing greenhouse gas emissions to 40 percent below the 1990 level by the year 2030. SB 32 extends the original set of greenhouse gas targets provided by the passage of AB 32 (the Global Warnings Solutions Act of 2006). This new target sets an aggressive goalpost, helping the State along its pathway to achieve its longer-term goal of an 80 percent reduction in greenhouse gas emissions by the year 2050.

### **Senate Bill 743**

SB 743, passed into law in 2013, changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. The 2017 Update to the Scoping Plan identified that slower VMT growth from more efficient land use development patterns would promote achievement of the state's climate goals.

As detailed in SB 743, the Governor's Office of Planning and Research (OPR) was tasked with developing potential metrics to measure transportation impacts and replace the use of delay and level of service (LOS). More detail about SB 743 is provided in the setting Chapter 17, "Traffic and Circulation."

In December 2018, OPR released its final changes to the CEQA Guidelines, including the addition of Section 15064.3 that would implement SB 743. In support of these changes, OPR also published its Technical Advisory on Evaluating Transportation Impacts in CEQA, which recommends that the transportation impact of a project be based on whether it would generate a level of vehicle miles traveled (VMT) per capita (or VMT per employee) that is 15 percent lower than existing development in the region. OPR's technical advisory explains that this criterion is consistent with Section 21099 of the California Public Resources Code, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions". It is also consistent with the statewide per capita VMT reduction target developed by Caltrans in its Strategic Management Plan, which calls for a 15 percent reduction in per capita VMT, compared to 2010 levels, by 2020. Additionally, the California Air Pollution Control Officers Association (CAPCOA) determined that a 15 percent reduction in VMT is typically achievable for projects. CARB's First Update to the Climate Change Scoping Plan also called for local governments to set communitywide GHG reduction targets of 15 percent below then-current levels by 2020. Although not required, a lead agency may elect to be

governed by the provisions of Section 15064.3 immediately. However, the provisions of Section 15064.3 do not apply statewide until July 1, 2020.

### **Executive Order B-48-18: Zero-Emission Vehicles**

In January 2018, EO B-48-18 was signed into law and requires all State entities to work with the private sector to have at least 5 million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This Executive Order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

### **Assembly Bill 2076: California Strategy to Reduce Petroleum Dependence**

In response to the requirements of Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and the CARB developed a strategy to reduce petroleum dependence in California. The strategy, *Reducing California's Petroleum Dependence*, was adopted by the CEC and CARB in 2003. The strategy recommends that California reduce on-road gasoline and diesel fuel demand to 15 percent below 2003 demand levels by 2020 and maintain that level for the foreseeable future; the Governor and Legislature work to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks, and sport utility vehicles (SUVs); and increase the use of non-petroleum fuels to 20 percent of on-road fuel consumption by 2020 and 30 percent by 2030.

### **Assembly Bill 2188: Solar Permitting Efficiency Act**

Assembly Bill (AB) 2188, enacted in California in 2015, required local governments to adopt a solar ordinance by September 30, 2015 that creates a streamlined permitting process that conforms to the best practices for expeditious and efficient permitting of small residential rooftop solar systems. The act is designed to lower the cost of solar installations in California and further expand the accessibility of solar to more California homeowners. The bulk of the time and cost savings associated with a streamlined permitting process comes from the use of a standardized eligibility checklist and a simplified plan. This bill also shortens the number of days for those seeking Homeowner's Association (HOA) approval for a written denial of a proposed solar installation.

### **Governor's Low Carbon Fuel Standard (Executive Order #S-01-07)**

Executive Order #S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through establishment of a Low Carbon Fuel Standard. The Low Carbon Fuel Standard is incorporated into the State Alternative Fuels Plan and is

one of the proposed discrete early action GHG reduction measures identified by the CARB pursuant to AB 32.

### **Senate Bill 97**

Senate Bill (SB) 97 (Chapter 185, 2007) required OPR to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. OPR prepared its recommended amendments to the State CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of greenhouse gas emissions and the effects of greenhouse gas emissions in draft CEQA documents. The Amendments became effective on March 18, 2010.

### **Senate Bill 375**

Senate Bill (SB) 375 (Stats. 2008, ch. 728) (SB 375) was built on AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable Communities Strategy (SCS) in order to reduce GHG emissions from passenger vehicles. The SCS is one component of the existing Regional Transportation Plan (RTP).

The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing GHG emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farmlands.

Additionally, SB 375 modified the state's Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and the Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans.

Finally, SB 375 amended the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) to ease the environmental review of developments that help reduce the growth of GHG emissions.

### **Executive Order B-30-15**

On April 29, 2015, Governor Jerry Brown issued Executive Order (EO) B-30-15, which establishes a State GHG reduction target of 40 percent below 1990 levels by 2030. The new emission reduction target provides for a mid-term goal that would help the State to continue on course from reducing GHG emissions to 1990 levels by 2020 (per AB 32) to the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050 (per EO S-03-05). This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions. EO B-30-15 also addresses the need for climate adaptation and directs State government to:

- Incorporate climate change impacts into the State's Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry and what actions the State can take to reduce the risks posed by climate change;

- Factor climate change into State agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

### **Advanced Clean Cars Program**

In January 2012, the CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The program will have significant energy demand implications as battery, fuel cell, and/or plug-in hybrid electric vehicle sales increase overtime, creating new demand for electricity services both in residential and commercial buildings (e.g. charging stations) as well as demand for new EV and hydrogen fuel cell charging stations. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. According to the CARB, by 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016.

### **California Building Energy Efficiency Standards**

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Standards), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 1, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code.

The 2016 update to the California Building Energy Efficiency Standards (the current version of the Standards) went into effect on January 1, 2017. The Standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in California) and building type; thus, the Standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

Compared with the previous version of the Standards, the 2016 Standards are expected to reduce statewide annual electricity consumption by approximately 281 gigawatt-hours per year, and natural gas consumption by 16 million therms per year, which is equivalent to a reduction in GHG emissions of approximately 160,000 MT CO<sub>2</sub>e/year. The forthcoming update to the Standards (the

2019 Standards) will become effective on January 1, 2020, and will further increase energy efficiency requirements for new development beyond the 2016 update.

### **CEQA Guidelines Appendix F**

In order to ensure that energy implications are considered in project decisions, Appendix F of the CEQA Guidelines requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. The goal of conserving energy implies the wise and efficient use of energy.

## **LOCAL**

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### **Air Quality Management District**

The Placer County Air Pollution Control District (APCD), or “Air District”, is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in Placer County. The APCD adopts strategies needed to improve air quality and reduce GHG emissions, and ensures the Region’s compliance with federal and state standards.

### **Sacramento Area Local Council of Governments**

The SACOG Board, which is the local metropolitan planning organization that covers the six-county area in the Sacramento region, adopted the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in April 2012. An update to the 2012 MTP/SCS (the “2016” MTP/SCS), with a focus on implementation of the goals established in the 2012 MTP/SCS, was adopted by the SACOG Board in February 2016. A program-level EIR addressing the environmental impacts of the 2016 MTP/SCS was also prepared and certified. The SCS portion of the MTP/SCS identifies polices and strategies to reduce GHG emissions from passenger vehicles to targets set by the CARB. Pursuant to SB 375, SACOG was tasked by the CARB to achieve a 7 percent per capita reduction in passenger-vehicle generated transportation emissions by 2020 and a 16 percent per capita reduction by 2035 from 2005, which the CARB confirmed the region would achieve by implementing its Sustainable Communities Strategy. SACOG’s 2012-2035 MTP/SCS projects (as identified in the 2012 MTP/SCS) are estimated to satisfy the CARB’s targets with anticipated per capita reductions of 10 percent by 2020 and 16 percent by 2035 from 2005 levels [23.0 pounds (lb) CO<sub>2</sub> per capita per day]. The SACOG 2016 MTP/SCS reaffirmed these targets. The CARB verified SACOG’s modeled CO<sub>2</sub> emissions reductions and affirmed that the SCS meets the adopted per capita GHG emissions reduction targets for years 2020 and 2035. The SACOG 2020 MTP/SCS is currently under development and a draft publication is anticipated for release in September 2019. The 2020 MTP/SCS will have to meet a higher GHG reduction target. SB 375 gives the CARB the ability to reset the GHG reduction targets assigned to all MPO’s in California. For the third round of SCS’s in the state, the CARB assigned SACOG a 19 percent reduction target by 2035.

### **SACOG Sustainable Communities Strategy (SCS)**

Senate Bill 375, was adopted with the goal of reducing greenhouse gas emissions from cars and light trucks. SB 375 will make it easier for communities to build housing and transportation choices. Each

region across the state is required to develop a Sustainable Communities Strategy (SCS) as part of their transportation plan. The SCS is a plan to meet the region's greenhouse gas emissions reduction target, while taking into account regional housing needs, transportation demands, and protection of resource and farmlands based on the best forecast of likely land use patterns across local jurisdictions.

### **The Sacramento Region Blueprint**

In December 2004, the SACOG Board of Directors approved of the Preferred Blueprint Scenario for 2050, which establishes a vision for the Sacramento region's future growth. The Blueprint Project aim is to support local governments with high quality data and modeling tools, so that decisions regarding future growth and its effects issues such as traffic congestion and air pollution could be made with the best information available.

### **2040 RTP Goals Objectives and Policies related to GHG reduction**

The 2040 RTP includes many goals, objectives, and policies related to efficient transportation system improvements including alternative transportation options and infrastructure updates that reduce VMT's and support environmentally superior transit options. The list below includes goals and objectives specifically related to GHG emissions reductions. Many policies listed throughout the RTP work to implement these goals and objectives through continued reductions in VMT and alternative transit improvements.

**GOAL 1:** Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.

**Objective C:** To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.

**GOAL 2:** Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.

**Objective A:** Provide transit services that fulfill all "unmet transit needs that are reasonable to meet."

**Objective C:** Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.

**Objective D:** Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.

**GOAL 3:** Improve the availability and convenience of passenger rail service.

**Objective A:** Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.

**GOAL 6:** Promote a safe, convenient, and efficient transportation system for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.

**Objective A:** Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.

**Objective B:** Provide a bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.

**Objective C:** Integrate pedestrian, bicycle, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.

**GOAL 7:** Provide an economical alternative to the single-occupant vehicle travel through the use of alternative transportation methods.

**Objective A:** Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.

**Objective B:** Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.

**Objective C:** Promote the use of technology to reduce work-related, education-related, and personal trips.

**GOAL 8:** Promote a transportation system that integrates all available modes and facilitates recreational travel and activities.

**Objective A:** Incorporate access to recreational centers in the transportation infrastructure.

**GOAL 9:** Integrated land use, air quality & transportation planning

**Objective C:** Ensure that transportation projects satisfy regional air quality conformity standards.

### 3.5.3 IMPACTS AND MITIGATION MEASURES

#### GREENHOUSE GAS THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with greenhouse gas emissions if it will:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In order to determine whether or not the proposed project would result in a significant impact on greenhouse gas emissions and/or climate change, this EIR includes an analysis of the CO<sub>2</sub> emissions generated by transportation-related activities within Placer County. This analysis is provided under

## 3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

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*Impacts and Mitigation Measures*, below. A description of the data sources used to estimate CO<sub>2</sub> emissions is provided within the analysis provided under *Impacts and Mitigation Measures*.

### ENERGY CONSERVATION THRESHOLDS OF SIGNIFICANCE

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Per Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact on energy use if it would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In order to determine whether or not the proposed project would result in a significant impact on energy use, this EIR includes an analysis of proposed project energy use, as provided under *Impacts and Mitigation Measures*, below. A description of the methodology used to estimate energy emissions is provided within the analysis provided under *Impacts and Mitigation Measures*.

### IMPACTS AND MITIGATION MEASURES

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#### **Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (significant and unavoidable)**

PCTPA's ability to address and mitigate climate change impacts is limited primarily to policy and funding decisions related to planned roadway and alternative transportation improvements. As described above, the combustion of fossil fuels during vehicle operations is the primary source of GHG emissions in California. GHG emissions also result from the carbon dioxide, methane, and nitrous oxide that are released during the combustion of gasoline and diesel fuel in construction equipment, vehicles, buses, trucks, and trains; and the use of natural gas to power transit buses and other vehicles. As discussed previously, historical and current global GHG emissions are known by the State of California and the global scientific community to be causing global climate change, and future increases in GHG emissions associated with the 2040 RTP could exacerbate climate change and contribute to the significant adverse environmental effects described previously. Furthermore, increased GHG emissions associated with the proposed RTP could impact implementation of the State's mandatory requirements under AB 32 and SB 32, which require a statewide reduction in GHG emissions to 1990 levels by 2020, and 40 percent below the 1990 level by the year 2030, respectively.

SACOG is currently developing an update to the MTP/SCS ("The SACOG 2020 MTP/SCS"), which has incorporated the RTP project list (provided in Chapter 2.0: Project Description) into its modeling forecasts. These forecasts are based on an evaluation of emission trends using the latest population, employment, and traffic estimates. SACOG has provided updated forecasts for regional transportation indicators (such as VMT and trips) and emissions (including for CO<sub>2</sub>).

#### ***Regional Transportation Indicators***



The following traffic data, including the fleet mix data, were based on the most recently available vehicle data included in the EMFAC model summary provided by SACOG. SACOG also provided some EMFAC output data directly. The EMFAC model, developed by the California Air Resources Board, is the most recent emissions model approved for use in California by the USEPA. Table 3.5-1 presents the basic traffic data summaries generated by SACOG's modeling.

**TABLE 3.5-1: EMFAC ESTIMATES FOR PLACER COUNTY AND THE SACOG**

YEAR	2016		2040	
LOCATION	PLACER COUNTY	REGIONAL	PLACER COUNTY	REGIONAL
Total Vehicles	245,558	1,477,779	365,603	1,981,866
Total VMT	8,895,500	52,435,230	11,295,845	63,723,787
Total Trips	1,538,140	9,220,223	2,296,772	12,431,187

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

As described previously, PCTPA does not have land use authority within the county or the incorporated cities; therefore, PCTPA's ability to control GHG emissions and mitigate for climate change impacts is largely limited to transportation funding decisions that may result in decreases in VMT throughout the county.

SACOG has also provided updated projects for per capita VMT in Placer County and the region, as shown in Table 3.5-2.

**TABLE 3.5-2: VMT ESTIMATES FOR PLACER COUNTY AND THE SACOG REGION**

YEAR	2016		2040	
LOCATION	PLACER COUNTY	REGIONAL	PLACER COUNTY	REGIONAL
Person Population	363,896	2,376,311	505,083	2,996,832
Per Capita VMT	24.45	22.07	22.36	21.26
% Reduction from 2016	N/A	N/A	-8.5%	-3.5%

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

### **Emission Estimates: EMFAC Outputs**

**Energy Consumption:** SACOG has also provided updated projections for vehicle fuel consumption in Placer County. Vehicle fuel consumption was projected from a baseline year of 2016 through year 2040. Table 3.5-3 shows the vehicle fuel consumption in gallons per day for this period. The projection shows an increase in total fuel consumption from approximately 444 (1000/gallons/day) in 2016 to 561 (1000/gallons/day) in 2040. The trend is increasing for the planning horizon, which is related to a projected increase in county-wide VMT as a result of projected growth. It is noteworthy that the rate of increase in fuel consumption is not linearly correlated to the rate of increase in vehicle miles traveled. This is an indication that the vehicle fleet is expected to become more fuel efficient throughout the planning horizon.

**TABLE 3.5-3: PLACER COUNTY VEHICLE FUEL CONSUMPTION (THOUSAND GALLONS PER DAY)**

ANALYSIS YEAR	GASOLINE CONSUMPTION (1000GAL/DAY)	DIESEL CONSUMPTION (1000GAL/DAY)	TOTAL FUEL CONSUMPTION (1000GAL/DAY)
2016	442	3	444
2040	557	5	561

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

## 3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

**GHG EMISSIONS:** The regional GHG emissions analysis and forecasts for CO<sub>2</sub> are summarized in Table 3.5-4. The summary of emissions forecasts is provided by SACOG and can be found in (Appendix B).

As shown in table 3.5-4, CO<sub>2</sub> SACOG projects that emissions will increase from approximately 4,147.99 tons per day in 2016 to 5,266.70 tons per day in 2040 (the proposed project’s planning horizon), a difference of approximately 1,118.82 tons per day.

**TABLE 3.5-4: PLACER COUNTY GHG EMISSION ESTIMATES (TONS PER DAY)**

ANALYSIS YEAR	CO <sub>2</sub>
2016	4,147.88
2040	5,266.70

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

Table 3.5-5 describes existing and projected transportation-related per capita CO<sub>2</sub> emissions for Placer County. As shown in the table, absolute levels of transportation-related CO<sub>2</sub> emissions for Placer County are expected to increase from 2016 through 2040. However, per capita emissions are expected to decrease from year 2016 through 2040 by a total of approximately 8.5%. The long-term overall decrease in per capita emissions can be attributed to increasing vehicle fuel economy, as provided by the Pavley Bill (AB 1493) and other measures, as well as expected technology improvements over this period. It should be noted that the results in Table 3.5-5 do not account for off-model adjustments that could further reduce per capita emissions over time.

**TABLE 3.5-5: PLACER COUNTY TRANSPORTATION-RELATED PER CAPITA GHG EMISSION ESTIMATES**

ANALYSIS YEAR	CO <sub>2</sub> (TONS/DAY)	PERSON POPULATION ESTIMATE (PLACER COUNTY)	PER CAPITA CO <sub>2</sub> EMISSIONS (POUNDS/DAY)	PER CAPITA % CHANGE FROM 2016
2016	4,147.88	363,896	22.80	N/A
2040	5,266.70	505,083	20.85	-8.5%

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

### CONCLUSION

As described throughout the 2040 RTP, PCTPA has included numerous projects and programs to promote the use and expansion of alternative transportation systems throughout Placer County and they will continue to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT. Implementation of the mitigation measures described below would assist in the further reduction of per capita VMT levels throughout Placer County, reducing overall emissions beyond what would be expected without mitigation, which will assist in meeting the stated goals of AB 32 and SB 32. However, even after implementation of all of the policies, action plans, and mitigation measures included in the RTP and this EIR, SACOG has estimated that there will be an overall increase in transportation-related CO<sub>2</sub> emissions generated in Placer County over the planning horizon. Therefore, this is considered a **significant and unavoidable** impact.

**MITIGATION MEASURES**

**Mitigation Measure 3.5-1:** *The PCTPA should continue to explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The PCTPA should continue to participate and host programs that are deemed feasible by the PCTPA for the region to incentivize alternative transportation modes (e.g. Spare the Air program, Commuter Club, , and the \$10 Youth Summer Pass program).*

**Mitigation Measure 3.5-2:** *The PCTPA should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).*

**Mitigation Measure 3.5-3:** *Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:*

- *Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.*
- *Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.*
- *Promote efforts to reduce peak energy demand in the design and operation of RTP projects.*
- *Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.*
- *Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.*

**Mitigation Measure 3.5-4:** *The PCTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse gas emissions. Some local agencies in Placer County have adopted a local CAP (Roseville, 2009 and Rocklin 2012), or are in the process of preparing a local CAP to address climate change and greenhouse gas emissions. Separately, Placer County also released a Draft Sustainability Plan in 2019. Local and regional CAPs should include the following components:*

- *Baseline inventory of GHG emissions from community and municipal sources.*
- *A target reduction goal consistent with AB 32 and SB 32.*
- *Policies and measures to reduce GHG emissions.*
- *Quantification of the effectiveness of the proposed policies and measures.*
- *A monitoring program to track the effectiveness and implementation of the CAP(s).*

*PCTPA's role in the development of local and regional CAPs should include:*

- *Assistance in seeking and securing funding for the development of local and regional CAPs.*

## 3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

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- *Collaboration with local and regional agencies throughout their respective planning processes.*

**Mitigation Measure 3.5-5:** *PCTPA has included alternative vehicle fueling/charging stations in the RTP. PCTPA should consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, PCTPA should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:*

- *A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles.*
- *To the extent that is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets.*
- *A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure.*

### **Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (less than significant)**

As described previously, the State Legislature and the global scientific community have found that global climate change poses significant adverse effects to the environment. To mitigate these adverse effects the State Legislature enacted AB 32 and SB 32, which require statewide GHG reductions to 1990 levels by 2020, and 40% below 1990 levels, respectively.

While AB 32 and SB 32 target the reduction of statewide GHG emissions, SB 375 is the implementing legislation that establishes regional GHG emission reduction targets. AB 32 and SB 32 do not specify that the emissions reductions should be achieved through uniform reduction by geographic location or by emission source characteristics. It is generally accepted that significant GHG emission reductions are more achievable in larger urban and metropolitan areas, compared to rural areas. As such, CARB established reduction targets principally in urban and metropolitan areas of California.

On March 22, 2018, CARB approved updated GHG reduction targets for each of the 18 metropolitan planning organizations (MPOs) in California. Each MPO is required to prepare a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its GHG reduction target through integrated land use, housing and transportation planning.

Placer County is covered under the SACOG MTP/SCS, which is subject to SB 375 or the emission reduction targets established by CARB. The 2040 RTP will become the Placer County portion of the SACOG MTP/SCS. The 2040 RTP includes policies to ensure consistency with SACOG's GHG reduction targets including requirements that the PCTPA work with the SACOG and the APCD to evaluate the

impacts of each transportation plan and program on the attainment of regional greenhouse gas emission reduction targets, and to continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, through programs and strategies, to reduce the carbon intensity of the transportation system.

As stated previously, the PCTPA does not have land-use planning authority within Placer County to control population growth, which is directly responsible for a large portion of the increases in GHG emissions. However, PCTPA does coordinate with the local land use agencies and support transportation funding decisions that result in improvements and efficiencies in the transportation systems. An overreaching goal for this coordination effort is to minimize VMT and trips per capita throughout the county, which ultimately translates into improvements of GHG emissions per capita.

As discussed above, implementation of the 2040 RTP would not conflict with AB 32, SB 32, or SB 375. SACOG's plans, policies and regulations have been adopted for the purpose of reducing the emissions of greenhouse gases in Placer County. The 2040 RTP, pending approval by SACOG, will be incorporated into and ultimately aid in the implementation of SACOG's MTP/SCS. Therefore, this impact is considered *less than significant*.

**Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency (less than significant)**

The State CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix F of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered "wasteful, inefficient, and unnecessary" if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The proposed project includes transportation improvement projects. The amount of energy generated by the proposed project is difficult to estimate, since it would correlate to the number, size, and type of transportation improvement projects implemented over the course of the 2040 RTP. Reductions in on-road operational vehicle energy consumption would occur due to reductions in VMT that may occur due to improving the travel efficiency through the development of 2040 RTP

### 3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

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projects. Other major sources of proposed project energy consumption include fuel used by vehicle trips generated during proposed project construction activities (both on- and off-road).

The proposed project would be responsible for conserving energy, to the extent feasible, and relies heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures. The proposed project would comply with all applicable federal, state, and local regulations regulating energy usage. For example, the electricity and natural gas utility companies are responsible for the mix of energy resources used to provide electricity for its customers, and are in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. For example, PG&E is expected to achieve at least a 33% mix of renewable energy resources by 2020, and at least 40% by 2030. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. Furthermore, as described previously, the sustainability features of the proposed project that are incorporated into the project design (as described previously in this section) would further reduce proposed project energy consumption. The proposed project would also comply with the planning documents described previously within this section.

As a result, the proposed project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed project including construction, operations, maintenance, and/or removal. The electricity providers to the site maintain sufficient capacity to serve the proposed project. The proposed project would comply with all existing energy standards, including those established throughout the relevant jurisdictions within Placer County, as described under Impacts 3.5-1 through 3.5-2, previously, and would not result in significant adverse impacts on energy resources. Furthermore, the proposed project includes development of new and expanded pedestrian and bicycle pathways, and enhanced public transit access, reducing the need for motor vehicle travel. The proposed project would also be required to implement the mitigation measures identified under Impact 3.5-1, which would reduce the proposed project's net energy emissions further. For these reasons, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This is a *less than significant* impact.

This section describes the existing land uses in Placer County and its incorporated communities, describes the land use regulations for each jurisdiction, and evaluates the environmental effects of implementation of the 2040 RTP. No Notice of Preparation comments regarding land use and population were received.

### 3.6.1 ENVIRONMENTAL SETTING

#### EXISTING PHYSICAL ENVIRONMENT

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Placer County lies adjacent to Sacramento County, and extends east from the Sacramento region to the Sierra Nevada range. Placer County is part of California's historic Gold Country region, which was first settled by non-Native Americans during the early 1850's Gold Rush era. Many of the Region's roadways were laid out by these early miners and settlers. At 1,506 square miles in size, Placer County is a medium size county in California, and contains a wide geographic range. The county contains a combination of metropolitan and rural area with a long history of agricultural activities. Incorporated cities within Placer County include the jurisdictions of Roseville, Lincoln, Rocklin, Loomis, Auburn, and Colfax. Placer County is considered the fastest growing region in the Central Valley, with the population is expected to reach approximately 505,083 people by 2040 (SACOG, 2019).

#### Political Jurisdictions

**City of Roseville.** Roseville is the largest City in Placer County. As of January 1, 2019, the State Department of Finance (DOF) estimated the City's population to be 139,643. Interstate 80 (I-80) runs through Roseville and State Route (SR-65) runs through part of the northern edge of the City.

**City of Rocklin.** Rocklin is a city in Placer County, California located approximately 22 miles from Sacramento, California, and about 6.1 miles northeast of Roseville in the Sacramento metropolitan area. Besides Roseville, it shares borders with Granite Bay, Loomis and Lincoln. The DOF estimates Rocklin's population to be 69,249 (DOF Table E-1: City and County Population Estimates, 2019). I-80 provides the primary access to Rocklin.

**City of Lincoln.** Lincoln grew 282.1 percent between 2000 and 2010, making it the fastest growing city over 10,000 people in the U.S, according to the U.S. Census Bureau. Its 2019 population was estimated to be 48,277. The City of Lincoln is accessible from SR-193 from the east and SR-65 from the south.

**City of Auburn.** Auburn is a historic City, located in the foothills ('Gold Country') portion of the county. The City of Lincoln is accessible from SR-193 from the east and SR-65 from the south. Auburn is known for its California Gold Rush history, and is registered as a California Historical Landmark. As of January 1, 2019 the DOF estimated the City's population to be 14,392.

**Town of Loomis.** The town of Loomis is intersected by I-80. The town exists adjacent to the City of Rocklin, and had a population of 6,887, according to the 2019 DOF estimate.

## 3.6 LAND USE AND POPULATION

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**City of Colfax.** The City of Colfax is a historic town, nestled in the Sierra Mountain Range, and has a small population. The City of Colfax lies at the crossroads of I-80 and SR-174. The City had a population of 2,073 in 2019, according to the 2019 DOF estimate.

### POPULATION, HOUSING, EMPLOYMENT, AND OTHER DEMOGRAPHICS

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Over the next 20 years, Placer County will continue to grow rapidly. The estimated total population for Placer County would increase from 363,896 persons in 2016 to 505,083 persons in 2040 (SACOG, 2019). Separately, PCTPA projects a total employment of 224,090 for Placer County by 2040 (SACOG, 2019). This will accompany an increase in population in the County of 141,187 persons between 2016 and 2040, an increase in population of 39 percent over the 20-year period.

Placer County continues to remain a commuter-oriented county, with 79.5% of the workforce driving alone to work based on the 2017 5-year American Community Survey. Another 7.8% carpooled to work. The average daily commute time in Placer County was approximately 27.3 minutes in 2017, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. Additionally, 8.4% have a commute that is one hour or longer each way.

Population growth continues to be due in part but not limited to:

- Sacramento Area jobholders taking up residence in the county, creating a market demand for interregional commute alternatives;
- Job relocations to the Sacramento Area due to lower cost of doing business;
- In-migration from other cities in California, including the San Francisco Bay Area;
- An increase in the economic interaction with surrounding counties;
- The draw of regional job centers and clusters in south Placer County.

### Population

According to the U.S. Census Bureau, Placer County population grew at an average annual rate of approximately 1.5% from 2010 to 2018, one of the fastest rates in the region. This rate is straining the ability of the county to finance, deliver and maintain the infrastructure needed to support the population. For the PCTPA, the issue is transportation, but the same concerns apply to water delivery, sewer and storm water runoff, and education.

The most rapid growth in Placer County in recent years occurred in the communities located in the western portion of the county, and the largest absolute growth occurred in the City of Roseville with a 20,329 net gain between 2010 and 2018 (U.S. Census Bureau, 2019). In the same time period, the population of Roseville grew 17.1%, compared to the overall growth of Placer County of 12.8% (U.S. Census Bureau, 2019). Between 2010 and 2018, the population of the City of Lincoln increased by 12.0%, Rocklin by 18.0%, Auburn by 5.8%, Loomis by 6.1%, and Colfax by 1.9%. In addition, Roseville, the largest city in Placer County, alone accounted for 45% of the absolute population growth in the county from 2010 to 2018. The population of Placer County is expected to grow substantially in the



coming years. According to the population projects contained in the 2020 MTP/SCS, the county is expected to increase in population from 363,896 to 505,083 from 2016 to 2040.

### **Housing**

As indicated by population and employment trends, growth pressures are increasing at a significant rate. Placer County is a popular destination for housing because of its affordable housing prices, as compared with the San Francisco Bay Area and other parts of the Sacramento Area. The growth within Placer County is focused on the development of single-family homes.

The SACOG 2020 MTP/SCS preferred scenario (2019) forecasts housing, employment, and population for the period from 2016 to 2040. According to the SACOG MTP/SCS, dwelling units in Placer County will increase from 146,700 in 2016 to 200,860 in 2040. This represents an increase of 37 percent.

### **Employment**

The number of workers in Placer County is expected to increase from 2016 through 2040. The SACOG 2020 MTP/SCS preferred scenario (2019) forecasts an increase in the number of workers from 162,570 to 224,090 during this period. This represents an increase of 38 percent. According to the California Employment Development Department's "Industry Employment & Labor Force" data found at: [www.labormarketinfo.edd.ca.gov](http://www.labormarketinfo.edd.ca.gov), industry employment in the Sacramento-Roseville-Arden-Arcade metropolitan statistical area gained 209,100 jobs between 2000 and 2019, representing a 25.4 percent increase.

A meaningful trend is suggested by the decreasing ratio of Placer County residents employed in Placer County. The American Community Survey (US Census Bureau) data indicates that 62.5 percent of Placer County's labor force worked within Placer County in 2017, as opposed to about 73 percent in 2007. However, the length of the average commute remained nearly the same between 2007 and 2017, at 27 to 28 minutes. Since a large share of the proposed growth in the local housing supply is concentrated in the southwest portion of the county (including Roseville and Rocklin), which is near job centers outside of the county, the proportion of locally employed residents may continue to drop in the short term. Additionally, another major reason for the decline in the proportion of Placer County's labor force working within Placer County may be the large-scale economic recession that occurred beginning in 2008, which resulted in a lasting decrease in employment population-wide.

## **3.6.2 REGULATORY SETTING**

### **FEDERAL AND STATE**

#### **Department of Transportation Act - Section 4(f)**

The Department of Transportation Act of 1966, which was previously discussed in the Biological Resources section of this EIR, is set forth in Title 49 United States Code (U.S.C.). This law established

that it is the policy of the United States Government to make a special effort to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may approve a transportation program or project that requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance only if: a) There is no prudent and feasible alternative to using that land; and b) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

### **California Department of Transportation**

The jurisdiction of the California Department of Transportation (Caltrans) includes right-of-ways of state and interstate routes within California. Any work within the right-of-way of a federal or state transportation corridor is subject to Caltrans' regulations governing allowable actions and modifications to the right-of-way. Caltrans issues permits to encroach on land within their jurisdiction to ensure encroachment is compatible with the primary uses of the State Highway System, to ensure safety, and to protect the State's investment in the highway facility. The encroachment permit requirement applies to persons, corporations, cities, counties, utilities, and other government agencies.

### **LOCAL**

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At the local levels, a number of agencies, including the Local Area Formation Commission, Placer County Airport Land Use Commission, Placer County Transportation Planning Agency, Placer County, and the cities of Roseville, Lincoln, Rocklin, Auburn, and Colfax, and the town of Loomis all have a role in land use and planning throughout the County. The County and Cities typically serve as a lead agency with the discretionary approval authority.

### **Local Area Formation Commission**

The Placer County Local Agency Formation Commission (LAFCO) is a legislatively established commission responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify, and streamline governmental structure, and preparing a sphere of influence for each city and special district within each county. LAFCO is directed to see that services are provided efficiently and economically while agricultural and open-space lands are protected.

### **General Plans**

California state law requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (Government Code §65300). The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

The policies of the general plan are intended to underlie most land use decisions. Pursuant to state law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan. In counties and general law cities, zoning and specific plans are also required to conform to the general plan.

Placer County and each of the incorporated Cities have adopted general plans that govern the land use decisions within their respective jurisdictions. The general plans include numerous goals, objectives, policies, and implementation measures that control land uses and population growth.

### **Zoning**

The zoning code of the county and each incorporated community is the set of detailed requirements that implement the general plan land use designations and policies at the individual parcel level. The zoning code presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Since 1971, state law has required the city or county zoning code to be consistent with the jurisdiction's general plan, except in charter cities.

### **Specific and Community Plans**

The county or the incorporated communities may also provide additional specificity in land use planning beyond that identified in their respective General Plans by developing community or specific plans for smaller, more specific areas within their jurisdiction. These more localized plans, which are often referred to as "Master Planned Communities", provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. Specific and community plans are required to be consistent with the city or county's general plan.

### **SACOG Regional Blueprint Process**

The primary purpose of SACOG Regional Blueprint was developed to establish a coordinated long-range regional vision between transportation, land use, and the environment from an overall quality of life perspective.

The SACOG Board of Directors adopted the Preferred Blueprint Scenario in December 2004, a bold vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low density development. The Preferred Blueprint Scenario is part of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy for 2040, the long-range transportation plan for the six-county region. It also serves as a framework to guide local government in growth and transportation planning through 2050.

In 2016, the SACOG Board adopted the 2016 MTP/SCS, using the Preferred Blueprint Scenario as the basis for the land use on which transportation investments will be made. The 2016 MTP/SCS links land use and transportation planning, with \$35 billion in transportation investments in the six-county Sacramento region over the planning period. An update to the 2016 MTP/SCS, the 2020 MTP/SCS, is scheduled for release in September 2019.

With strategic investments in our current transportation system, we can curb the growth in traffic congestion each household experiences. We can create opportunities for residents of the region to spend less time in their cars, and protect our air quality while improving the quality of life.

### 3.6.3 IMPACTS AND MITIGATION MEASURES

#### THRESHOLDS OF SIGNIFICANCE

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Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on land use and population and housing if it will:

- Physically divide an established community;
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect;
- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

#### IMPACTS AND MITIGATION MEASURES

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##### **Impact 3.6-1: Physical division of an established community (less than significant with mitigation)**

The majority of RTP projects would involve transportation system improvements to existing facilities, which would mostly occur within or in close proximity to existing rights-of-way. Some RTP projects will involve new facilities that will occur within or adjacent to existing communities. New facilities may include roadway widening, roadway extensions, bicycle lanes, bicycle/pedestrian paths, bridges, interchanges, and park-n-ride lots. Additionally, the 2040 RTP includes Smart Growth incentives that are intended to provide the existing land uses with a complete transportation system that has a broader level of safe transportation choices for the citizens. A complete transportation system with more safe choices provides an enhancement to the quality of life within the community.

In many cases, improvements to facilities will occur where communities are already physically divided by existing facilities, including highways, roadways, intersections, interchanges, transit routes, and airports. The 2040 RTP is intended to improve inter- and intra-regional connectivity and new or improved land use linkages. However, specific projects, such as multimodal stations, interchange improvements, and rail improvements have the potential to divide existing contiguous land uses. Because these potential improvement projects could occur within incorporated areas, cities or communities could be affected. Additionally, intersection and interchange improvements may create visual and physical barriers between adjacent land uses in cities.

Because the proposed project is a planning document and thus, no physical changes would occur to the environment, adoption of the proposed project would not directly impact the environment. It is assumed that RTP projects that affect roads and interchanges present the greatest potential for impacts regarding the division of an established community. In addition, depending on the specific location of rail transit projects, adding tracks and constructing multiple passenger rail stations could also result in physical division of existing communities. The following mitigation measure would ensure that all RTP projects are designed to maintain the cohesiveness of the existing communities to the greatest extent feasible. Where full design mitigation is not feasible, measures would be incorporated into the design to minimize the impacts associated with project implementation. Adherence to the requirements of this mitigation measure would reduce this impact to a ***less than significant*** level.

#### **MITIGATION MEASURES**

***Mitigation Measure 3.6-1:*** *Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.*

#### **Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect (less than significant)**

As described above under Regulatory Setting, each of the jurisdictions in Placer County has an adopted General Plan to guide land use and development decisions, including circulation patterns and improvements. The RTP projects will respond to growth anticipated in adopted general plans, as well as address safety and rehabilitation issues necessary to maintain the existing transportation system. The RTP projects will also enhance mobility primarily within established communities, and provide connectivity between established communities. Although the PCTPA does not have the jurisdiction to make land use decisions, the 2040 RTP includes several objectives, policies, and implementation measures intended to coordinate regional transportation planning with local planning efforts.

RTP projects are intended to be compatible with existing General Plans, including the Circulation Element and Land Use Element. Specific RTP projects, such as improvements to existing transportation corridors (mainline highway and regional street segments, interchanges, railroad underpasses and overpasses, park-and-ride lots, multimodal stations, airport taxiways, and bike and

pedestrian facilities) are intended to facilitate the General Plan and are not expected to conflict with land use policies and designations. Additionally, each individual RTP project will be evaluated by the implementing agency on a project-specific level during the design and engineering stage of the process. Each RTP project will be reviewed for conformance with the general plan of the jurisdiction(s) in which the project will be located, as well as conformance with the policies of the 2040 RTP. The 2040 RTP is intended to accommodate growth envisioned by the General Plans of Placer County and its incorporated communities by providing multimodal circulation infrastructure necessary for orderly growth. The 2040 RTP includes policies that ensure consistency with local plans and regulations and a conformance review of individual RTP projects will ensure consistency with adopted policies and regulations. The 2040 RTP would not result in significant conflicts with plans, policies, and regulations adopted to mitigate an environmental effect. Therefore, this impact is considered *less than significant*. No mitigation measures are necessary.

### **Impact 3.6-3: Induce substantial unplanned population growth in an area (less than significant)**

Given the historical and current population, housing, and employment trends, growth in the region is inevitable. Two principal factors that account for population growth are natural increase and net migration. The average annual birth rate for California is expected to be 20 births per 1,000 population compared to 10 births per 1,000 population in West Virginia, the state with the lowest projected birth rate. Additionally, California is expected to attract more than one third of the Country's immigrants. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and also, transportation.

The 2040 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans as well as growth envisioned within the SACOG MTP/SCS. The RTP does not involve approvals associated with any development projects, and does not provide infrastructure that could facilitate additional development in the region. The RTP does not induce growth beyond the growth that is planned or being planned by local jurisdictions both locally and regionally.

PCTPA does not make approvals associated with this growth and does not have the authority to make local land use decisions. However, PCTPA has included policy incentives for the local land use agencies to utilize Smart Growth principals in the development of new projects. Implementation of the 2040 RTP will have a *less than significant* impact on growth inducement.

### **Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere (less than significant)**

The 2040 RTP would not, in and of itself, displace substantial numbers of housing units or people. The majority of RTP projects involve work within or adjacent to existing rights-of-way and would not involve acquisition of land and displacement of substantial numbers of persons or housing. This is true of most highway and street widening projects, modifications to interchanges, and new railroad

undercrossings and overcrossings. These transportation projects will generally not require the displacement of any residences or businesses since the right-of-way has already been acquired.

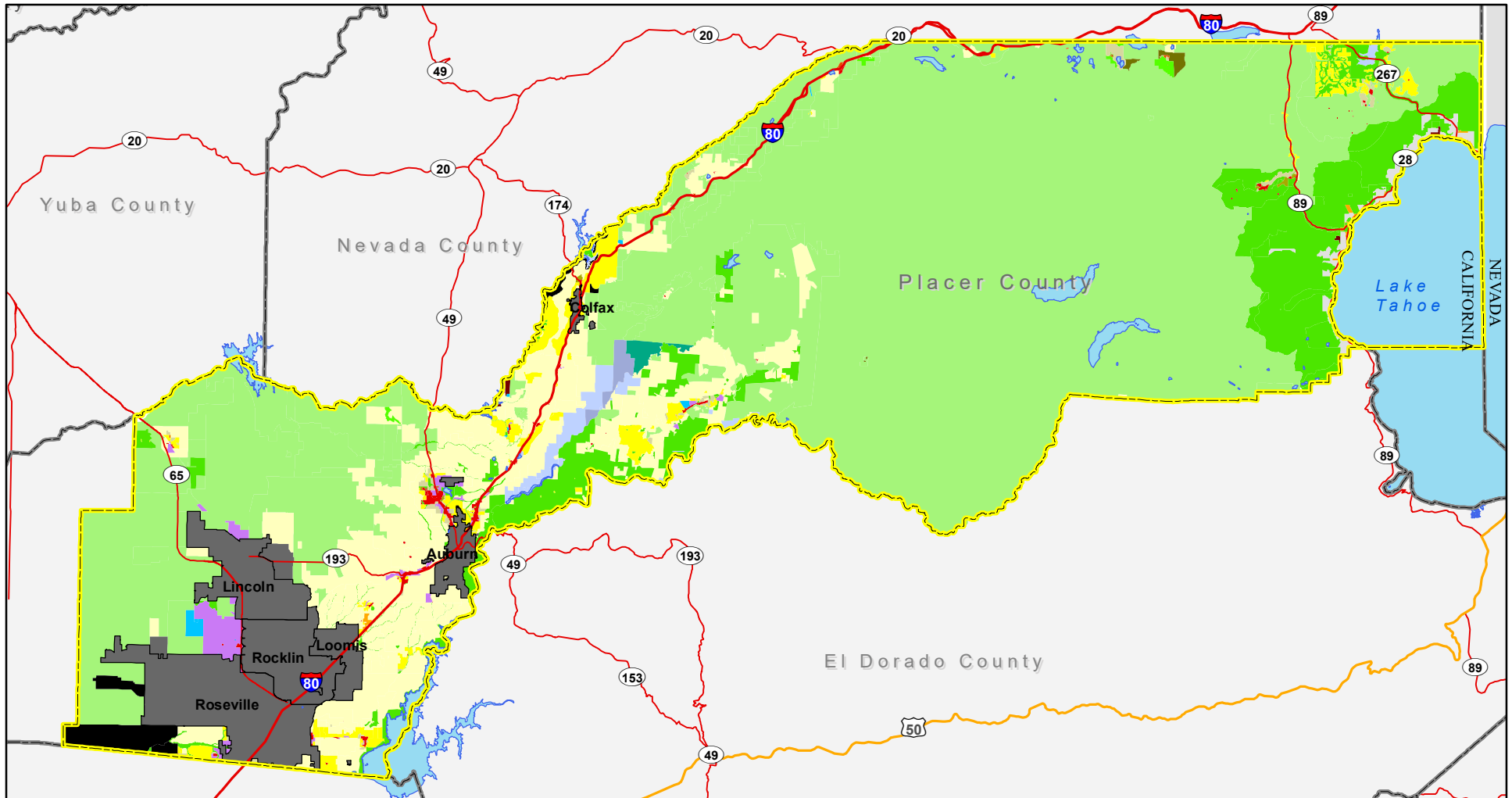
Some of the RTP projects (i.e. new highway/street segments, interchanges, park-and-ride lots, multi-modal stations, and airport taxiways improvements) may involve land acquisition. While most of the additional right-of-way acquisition is anticipated to be vacant or undeveloped land, at a few isolated urban locations the land necessary for the improvement may include existing residential units or businesses. This is anticipated to be rare and involve a limited number of residences or businesses.

State and federal law require due compensation for property taken to carry out the infrastructure projects. Also required by law, relocation and assistance must be provided to displaced residents and businesses in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act.

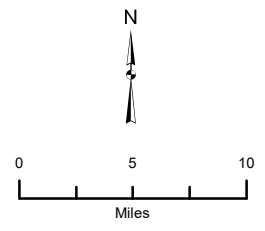
As noted above, RTP projects such as highways widenings, new major throughway corridors, rail corridors, airports, or other major transportation corridors would not result in displacement or relocation of a substantial number of homes, businesses, or people. Growth planned in the general plans of the jurisdictions of Placer County would result in additional housing opportunities and would more than offset any units removed in association with RTP projects. Therefore, impacts related to a substantial displacement of housing units or persons as a result of the 2040 RTP are ***less than significant***. No mitigation measures are necessary.

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|--|---|
|  Agriculture/Timberland     |  Tourist/Resort Commercial         |
|  Forestry                   |  Business Park/Industrial          |
|  Open Space                 |  Resorts and Recreation            |
|  Residential                |  Mixed Use                         |
|  Rural Residential          |  Public Facility                   |
|  Low Density Residential    |  Water Influence                   |
|  Medium Density Residential |  Water Influence/Private Ownership |
|  High Density Residential   |  Regional University Specific Plan |
|  General Commercial         |  City/Town                         |



**2040 PLACER COUNTY RTP**

**Figure 3.6-1. Land Use Map**

Data sources: Placer County General Plan Land Use layer, updated 6/14/2019; California Spatial Information Library; Placer County GIS. Map date: August 21, 2019

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This section describes existing and future regional multi-modal transportation related conditions associated with implementation of the 2040 RTP. The analysis in this section addresses existing and future transportation conditions both with and without the 2040 RTP. No comments were received during the public review period for the Notice of Preparation relating to transportation and circulation.

### 3.7.1 ENVIRONMENTAL SETTING

The 2040 RTP is a key element in maintaining and improving the transportation system within the area of Placer County under the jurisdiction of the PCTPA, as well as responding to the transportation needs of those residing in or traveling through the area. The RTP is developed to improve traffic and transportation conditions for travelers within the planning area.

#### PHYSICAL SETTING

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Placer County has a transportation system designed to meet the multiple needs of residents and businesses. The county is strategically positioned and provides key routes and linkages for the movement of goods throughout California and the rest of the United States. The county has one of the most well-traversed Interstate routes in the country, Interstate 80 (I-80). The county has three public airports and has the largest railyard west of the Mississippi located in the City of Roseville (the Union Pacific Railroad J.R. Davis Yard). The Union Pacific tracks also serves Amtrak. Placer County serves as a major source of housing for employees working in the Greater Sacramento Area.

Several major routes traverse the county and provide important links for employees and goods to other parts of California and beyond. These major routes include I-80, as well as State Routes (SR) 20, 49, 65, 89, 174, 193, and 267. I-80 is a high-traffic route in California, connecting to San Francisco, Sacramento, and with other cities across the U.S., including Chicago, and ultimately terminating at its easternmost point within the New York City Metropolitan Area.

The county has three airports open to the public that offer a variety of aviation services. These are the Lincoln Regional Airport, Auburn Municipal Airport, and Blue Canyon Airport.

There is extensive existing rail service throughout Placer County. The UPRR/Amtrak rail line traverses the county east to west. Amtrak provides frequent Capitol Corridor service from Sacramento and travels westward through several counties, before terminating in San Jose. Amtrak also provides one daily round trip service from Auburn, at its easternmost point, to San Jose. Multiple trips are also available on this route on through-way buses. Heading east from Auburn, the California Zephyr line operated by Amtrak track goes through the Placer County Sierras, before continuing further eastward through Truckee and beyond. This line is utilized for residential passenger and freight services.

Regional public transit is provided by Placer County Transit (PCT) bus service. PCT offers fixed-route buses, intercity buses, interregional buses, and dial-a-ride services. Local bus services are provided by transit operators the Cities of Auburn, Lincoln and Roseville with. Bicycle routes in many areas provide additional transit alternatives.

### EXISTING CONDITIONS

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#### **Commute Patterns and Travel Characteristics**

Placer County's location within the Greater Sacramento area and the Lake Tahoe basin has made the county a major center for housing and recreation. Economic growth, both within the county and in areas such as Sacramento, the San Francisco Bay Area, and the Reno/Lake Tahoe region, has led to increased commuter and freight traffic within the county between these regions.

In 2017, the average commute for residents of Placer County was approximately 27 minutes. Most of the commute trips in Placer County are made in automobiles by persons driving alone (79.5 percent). Public transit, such as local and interregional bus lines, accounts for approximately 1 percent of commute trips in the county, while carpooling represents 10 percent.

While public transit accounts for only a small percent of daily trips, use of public transit has been growing. Transit service is also expected to increase in Placer County by 200% between 2016 and 2040 (SACOG SACSIM Travel Demand Forecasting Model, 2019). The SACOG 2020 MTP/SCS additionally describes that the six-county SACOG region's public transit's mode share will increase substantially from 2016 to 2040. Air travel has also continued to be important in the county.

#### **County Highways and Roadways**

Placer County has an established network of roadways that serve the transportation needs of residents, visitors, and businesses. There are eight major freeways and highways in the area: I-80, SR-20, SR-49, SR-65, SR-89, SR-174, SR-193, and SR-267. These roadways are discussed below:

**Interstate 80** (I-80) is a major transcontinental east/west route on the Federal Interstate System that runs in California from its western limits in the San Francisco Bay Area to the eastern California/Nevada Border. It continues eastward outside California toward the northeastern United States and terminates in New Jersey. I-80 has been designated by Caltrans in the Interregional Transportation Strategic Plan as a Gateway for people and freight movement. I-80 is also on the National Highway System (NHS) and the Strategic Highway Network (STRAHNET). The freeway in California is also part of the National Priority Network. I-80 is the predominant commercial and recreational route serving Northern California and the Sacramento Valley. It is a major truck route in California because it is the only all-weather route over the Sierra-Nevada mountain range north of SR-58 in Kern County. There is also high seasonal traveler usage from the Bay Area and Sacramento region to the mountain resort communities around Lake Tahoe. In Placer County, I-80 traverses through the cities of Colfax, Auburn, Loomis, Rocklin, and Roseville. I-80 is designated as an 'Eligible State Scenic Highway – Not Officially Designated' in the portion of the route in the north of the County, where the route juts into Placer County from the Nevada County line.

**State Route 20** (SR-20) is an "ocean to mountains" route which begins at SR-1 near Fort Bragg and ends at I-80 near Emigrant Gap, weaving into Placer County just east of Blue Canyon. SR-20 is predominantly a two-lane conventional facility that serves regional, commercial, agricultural and recreational traffic and interconnects with major routes such as I-5, SR-99, SR-70, and I-80.

**State Route 49** (SR-49) is a north/south route connecting Auburn with numerous “gold country” communities in the foothills. At the south end is a connection across the American River to El Dorado County, and at the north end is a connection across the Bear River to Nevada County. It is a major arterial for both local and through traffic in these foothill counties. In fact, the portion of SR-49 between I-80 in Auburn and SR-20 in Grass Valley is identified as a high-growth rural and recreational route. SR-49 is a city street with turn lanes and traffic signals in central Auburn. The segment of SR-49 south of I-80, within downtown Auburn, has been relinquished by the State to the City of Auburn.

**State Route 65** (SR-65) runs north/south connecting I-80 to Lincoln and Marysville. The route currently includes 4-lane freeway segments between I-80 and just north of West Wise Road, and between Beale Air Force Base north of Wheatland to SR-70 south of Marysville. The remainder of SR-65 is a 2-lane highway.

**State Route 89** (SR-89) in Truckee and unincorporated Placer County serves as a key facility for interregional travel, providing the transition between I-80 and the primary access to the Tahoe Basin’s North Shore, as well as Squaw Valley and Alpine Meadows. SR-89 also serves as a key “gateway” to the Tahoe Region and to Truckee. SR-89 is designated as an ‘Eligible State Scenic Highway – Not Officially Designated’ in Placer County.

**State Route 174** (SR-174) extends 13.1 miles northward from I-80 near Colfax in Placer County to SR-20 in the City of Grass Valley in Nevada County. SR-174 is largely used by commuters between Auburn and Nevada County as a bypass to avoid congestion on SR-49. The route passes through mountainous terrain with grades of up to 8.8 percent. SR-174 is on the FAP system and is not on the National Truck Network or Interregional Road System.

**State Route 193** (SR-193) is a connector road running between Placerville on US Highway 50 and the City of Lincoln. North of Placerville the route leaves SR-49 to serve the communities of Kelsey, Spanish Flat, and Georgetown until connects to the town of Cool and SR-49 again. At this point the designation is abandoned in favor of SR-49 until it reaches I-80. The road then travels west from Newcastle to the City of Lincoln. SR-193 serves as a truck route and connector road between I-80 and SR-65.

**State Route 267** (SR-267) is a north-south undivided two-lane conventional highway approximately 13 miles in length that connects I-80 near Truckee in Nevada County to SR-28 near Kings Beach. The route is of local and regional significance providing access to residential, industrial, commercial and recreational land uses and serves inter-regional, local commuter, and recreational traffic traveling between the Tahoe Basin, Martis Valley, the Northstar resort, Truckee and I-80.

## Railroads

Rail service in Placer County is used to transport freight and passengers. Union Pacific Railroad (UPRR) owns the right-of-way for both types of rail service and operates freight trains through Placer County. Rail passenger service in Placer County is provided by the Capitol Corridor Joint Powers Authority (CCJPA). The ongoing focus of Placer’s rail program is to enhance passenger rail service to Placer County.

## 3.7 TRANSPORTATION AND CIRCULATION

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The Capitol Corridor Joint Powers Authority (CCJPA) assumed management responsibility for the service in October 1998. The CCJPA manages the Capitol Corridor service through an operating agreement with Amtrak to operate daily intercity passenger rail service between Auburn and San Jose. The Capitol Corridor is an intercity passenger service that began in December 1991 with six daily trains serving a 170-mile corridor between San Jose and Sacramento. The CCJPA operates one daily round-trip between Auburn and the City of Sacramento with stops at Rocklin and Roseville.

The CCJPA certified the EIR for the 3<sup>rd</sup> Track project on November 18, 2015. The third track project will provide a dedicated passenger rail line within/alongside UP ROW between Sacramento and Roseville. This would allow CCJPA to increase train service to 10 round trips per day, almost hourly service.

The California Zephyr, which runs one daily train in each direction between Chicago and Oakland, provides interstate passenger rail service with stops in Sacramento, in Placer County at Colfax and Roseville, as well as Truckee. As an interstate rail service, reservations are required for travel on the California Zephyr.

Amtrak also operates the Coast Starlight, which runs one daily train in each direction from Seattle to Los Angeles, with a stop in Sacramento. Rail freight service in Placer County is provided by the Union Pacific Railroad, with Roseville as the site of a major Union Pacific rail yard. From Roseville, lines extend northeast across the Sierra, north through the Sacramento Valley, and southwest into Sacramento and on to the Bay Area and San Joaquin Valley. The route from Sacramento through Roseville and across the Sierra is a major transcontinental rail corridor.

The Roseville yard is the largest yard west of the Mississippi. The yard was extensively rebuilt in 1997 – 1999. It is over six miles long, covers 780 acres, bridging Placer and Sacramento counties. There are about 1,000 employees. Roughly 60 trains per day pass through the yard, and up to 2000 railcars are classified each day. It serves as a major classification facility as eastbound railcars and locomotives are organized for the substantial climb over the Sierra, and westbound railcars are redistributed for delivery to West Coast destinations. The Roseville yard also serves as the major northern California point for servicing, manufacturing, and repairing freight cars and locomotives, serving over 2,000 units per month. The yard also serves as the operating hub for local switching assignments.

### **Airports**

Aviation facilities in Placer County include both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire and agricultural needs. There are three general purpose airports: Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport. In addition, there are several private use airports and helipads in the county. There are no commercial service airports or military airports in Placer County.

#### **AUBURN MUNICIPAL AIRPORT**

Auburn Municipal Airport is owned and operated by the City of Auburn. The airport has existed on the present site since 1934. The regional general aviation facility is located approximately three

miles north of downtown Auburn. It serves as the aviation hub for the greater Auburn area and portions of eastern Placer County. The 295-acre airport and adjacent industrial park are surrounded by unincorporated areas of Placer County. Primary airport access is from Bell Road, via New Airport Road. SR-49 is approximately one mile to the west. I-80 is approximately two miles to the east.

#### BLUE CANYON – NYACK AIRPORT

The Blue Canyon – Nyack Airport serves as an important emergency landing field along the western slope of the Sierra Nevada. The limited use airport is owned by the U.S. Forest Service and Placer County, and is operated by Placer County under a special use permit. The airport has existed on the site since the 1930's. Located one mile south of Emigrant Gap, midway between Auburn and Truckee. Airport access is from I-80's Blue Canyon exit.

#### LINCOLN REGIONAL AIRPORT/KARL HARDER FIELD

The Lincoln Regional Airport, a regional reliever facility, is operated by the City of Lincoln. The airport served as a former World War II military training field, becoming active as a public airport in July 1944. It is located on the western edge of the City, north of Nicolaus Road. Due to its close proximity to major industrial and population centers in the South Placer region along State Route 65 and Interstate 80, the Lincoln Regional Airport has become an attractive alternative to the Sacramento International Airport, especially for executives of major industries in Roseville and Rocklin.

### **Bus Transit**

Several transit systems provide services within and between the incorporated cities in Western Placer County. There is a transit system that serves the Resort Triangle area connecting Truckee and the Tahoe Basin area via SR 89 and SR 267. Additionally, there is a select Caltrans/Amtrak rail connecting bus service serving the area.

#### PLACER COUNTY TRANSIT

Initiated in 1974, Placer County Transit (PCT) is operated by the Placer County Department of Public Works. Placer County Transit provides fixed route, deviated fixed route, dial-a-ride and commuter bus service as well as a commuter vanpool program. The service area includes western Placer County between Alta and Auburn, Auburn to the I-80 / Watt Avenue light rail station in Sacramento, Lincoln to Sierra College through Rocklin, and long SR-49 between Dry Creek Road and Downtown Auburn. Service generally operates Monday through Friday, 5:00 am to 9:00 pm; and on Saturdays from 8:00 am to 7:00 pm.

#### TAHOE AREA REGIONAL TRANSIT

Transit services in the North Tahoe area are primarily provided by Tahoe Area Regional Transit (TART) which is operated by the Placer County Department of Public Works. TART service differs from other transit services operated in Placer County, as it operates within the jurisdictions of multiple planning agencies including the Nevada County Transportation Commission (NCTC), the Tahoe Regional Planning Agency (TRPA), and the Placer County Transportation Planning Agency (PCTPA). TART's "mainline" route runs year-round between Tahoma on the Westshore to the Hyatt

## 3.7 TRANSPORTATION AND CIRCULATION

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in Incline Village on SR-89 and SR-28. TART also operates year-round service on SR-89 between Tahoe City, Squaw Valley, and the Town of Truckee. Year-round service is also provided on SR-267 between Crystal Bay and the Town of Truckee. ADA complimentary taxi service is also provided along the SR-89, SR-28, and SR-267 corridors.

### AUBURN TRANSIT

The City of Auburn Department of Public works operates Auburn Transit. Auburn Transit provides two deviated fixed routes weekdays from 6:00 am to 6:30 pm, and one deviated fixed route on Saturdays from 9:00 am to 5:00 pm. There is no service on Sunday. Auburn Transit routes will deviate from the scheduled route up to  $\frac{3}{4}$  of a mile upon a reservation request, scheduled at least two hours in advance. In addition, Auburn Transit will stop at any of several call-in stops on request. This deviated fixed-route service fulfills the Americans with Disabilities Act (ADA) requirement for complementary paratransit service.

### LINCOLN TRANSIT

The City of Lincoln Department of Public Works operated Lincoln Transit fixed route and demand response service until July 1, 2015 and May 1, 2015, respectively. The City Lincoln contracts its services with Placer County Transit to more effectively and efficiently serve the residents of Lincoln and Placer County. PCT operates the Lincoln Circulator route Monday through Friday 6:40 AM to 6:35 PM and Saturday service from 8:20 AM to 4:15PM. A peak period fixed route service supplements the Circulator Route and serves nearby schools. Demand response public transit service are also provided by PCT in connection with the countywide service.

### ROSEVILLE TRANSIT

The City's transit services consist of twelve local fixed routes plus ten commuter buses, which are owned and maintained by the City. The City also provides citywide general public dial-a-ride services as well as complimentary paratransit service. All services operate weekdays, from 5:30 am to 10:00 pm., except the Commuter service, which operates from 5:00 am to 9:00 am and from 3:30 pm to 6:30 pm. The fixed-route service operates on Saturdays from 8:00 am to 5:00 pm, while the Dial-a-Ride operates on Saturdays and Sundays. Dial-a-Ride services operate on Saturday and Sunday from 8:00 am to 5:00 pm

### WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

The Placer County Transportation Planning Agency (PCTPA) designated during FY 2008/09 a new Consolidated Transportation Service Agency (or CTSA) to serve western Placer County. The CTSA is a joint powers authority, consisting of Placer County and all of the cities within the county, and is called the Western Placer Consolidated Transportation Service Agency. WPCTSA operates the Health Express and My Rides programs. Health Express provides reservation based non-emergency medical trips to senior and disabled who are unable to use or live outside of existing demand responsive service boundaries. The My Rides program is a Door-to-Door volunteer transportation service provided to individuals living outside of existing demand responsive service boundaries and families with children five years and younger. Each program responds to a unique transportation need not



otherwise currently met or met well within a prescribed service area. The WPCTSA collaborates with Seniors First to implement these programs.

The WPCTSA also operates the South Placer Transportation Call Center through a contract with the City of Roseville. The Call Center is a one-stop shop for transit scheduling questions and reservations on area demand responsive services.

#### CALTRANS/AMTRAK

The San Joaquin train service, which is managed by Caltrans and operated by Amtrak, provides connecting bus service to and from Sacramento, Roseville, Rocklin, Auburn, Colfax, Truckee, Reno and Sparks, Nevada. There is also a morning bus from Roseville that meets a southbound San Joaquin train in Sacramento. The San Joaquin provides four daily round trips between Sacramento and Bakersfield, with connecting bus service to Los Angeles and numerous other points in California.

### **Goods Movement**

The majority of goods movement in Placer County is provided by truck transportation. Trucks are defined as heavy freight vehicles which meet the Service Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code.

I-80 is one of the most important truck routes in Northern California. It is the only east/west freeway crossing the Sierra Nevada and Cascades in the thousand miles between Bakersfield on the south and Portland on the north. According to the Caltrans District 3 Goods Movement Study (2015), I-80 West of Auburn and SR-65 experience some of some of the highest percentage of heavy-duty truck traffic within District 3.

### **Other Transportation**

The County and the PCTPA are in the process of planning and developing a bicycle network in Placer County. Many local agencies have developed Class I, II or III bicycle facilities to serve bicycle travel, and most agencies have long-range plans defining an envisioned future bicycle system.

Placer County requires developers to finance and install pedestrian walkways, equestrian trails, and multipurpose paths in new development, as appropriate. In addition, the County maintains a listing of roadways with descriptions of right-of-way, curb, gutter and sidewalk presence, bike lane presence, and miles per hour, that is used as a reference for Placer County personnel to utilize for widening or maintenance projects. Placer County considers pedestrian safety issues in the prioritization of sidewalk maintenance projects.

## **LOCAL TRANSPORTATION**

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### **City of Roseville**

Two highways run through the city: I-80 and SR-65 (the southern terminus of which connects to I-80). Amtrak, the national passenger rail system, provides service to Roseville at the Roseville Amtrak Station and is part of the Capitol Corridor.

## 3.7 TRANSPORTATION AND CIRCULATION

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Roseville Transit is a public transit service overseen by the City of Roseville and operated by MV Transportation. The system provides a total of 12 regular local routes, as well as the Roseville Transit Dial-A-Ride (DAR) and Roseville Transit Commuter service. There are several stops where connections may be made with the Sacramento Regional Transit line and Placer County Transit.

Placer County Transit connects Roseville with the Watt/I-80 RT light rail station, as well as the cities of Auburn, Lincoln, Rocklin, and other cities along the I-80 corridor. The Placer Commuter Express service to Sacramento also serves the Taylor Rd. park and ride lot.

A major Union Pacific rail yard also exists within Roseville. The Roseville yard is the largest yard west of the Mississippi. From Roseville, lines extend northeast across the Sierra, north through the Sacramento Valley, and southwest into Sacramento and on to the Bay Area and San Joaquin Valley. The route from Sacramento through Roseville and across the Sierra is a major transcontinental rail corridor.

### **City of Rocklin**

I-80 and SR-65 provide the primary access to Rocklin. In Rocklin, I-80 serves local travel, such as commuter traffic, as well as interstate travel including goods movement. I-80 access to Rocklin is provided via interchanges at Taylor Road (located in Roseville), Rocklin Road, and Sierra College Boulevard. Through the City of Rocklin, I-80 has three travel lanes in each direction. SR-65 also provides access to Rocklin, provided via interchanges at Sunset Boulevard, Blue Oaks Boulevard, Pleasant Grove Boulevard (Park Drive), Stanford Ranch Road/Galleria Boulevard, and partial interchange at Whitney Ranch Parkway. Placer County is in the project approval and environmental document phase for the construction of remainder of the interchange, which will be the first phase of the Placer Parkway.

The City of Rocklin also contains many other arterial roads throughout, including Sierra College Boulevard, Rocklin Road, Sunset Boulevard, Stanford Ranch Road, Pacific Street, Park Drive, Granite Drive, Blue Oaks Boulevard, Lonetree Boulevard, West Oaks Boulevard, Wildcat Boulevard, Whitney Ranch Parkway, and University Avenue.

For public transit, the City of Rocklin is served by PCT, which offers bus routes connections between the City of Lincoln and Sierra College, the Roseville Galleria Mall and service to and from Sacramento, with a connection to Regional Transit (RT) at the I-80/Watt Avenue light rail station, which is the major public passenger rail transit system serving the Sacramento Metro Area. The Placer Commuter Express is a commuter bus that travels along the I-80 corridor from Colfax to downtown Sacramento.

### **City of Lincoln**

The City of Lincoln is accessible from SR-193 from the east and SR-65 to the west and south. Local interchanges are provided at Lincoln Boulevard and Ferrari Ranch Road, and at grade intersections located at Nelson Lane and Nicolaus Road. The City also has a number of arterial roads, including 1<sup>st</sup> St., 3<sup>rd</sup> St., 5<sup>th</sup> St, 9<sup>th</sup> St./Nicolaus Rd., 12<sup>th</sup> St./Virginiatown Rd, and H St.

Placer County Transit operates fixed route service in the City of Lincoln, within historic Downtown Lincoln, commercial centers on Ferrari Ranch Road and Lincoln Boulevard, and along SR-65,

connecting with Placer County Transit's Lincoln/Rocklin/Sierra College route at Twelve Bridges Drive. Lincoln Transit also has Dial-a-Ride services available upon request.

### **City of Auburn**

I-80 traverses the City of Auburn, connecting the City with the rest of Placer County and beyond. SR-49 and SR-193 serve as gateways to I-80 and nearby rural communities to the north and south. Auburn Transit, which operates in the City, is a deviated fixed route service that operates within the City and portions of unincorporated Placer County. Auburn Transit connects with Placer County Transit, Capital Corridor Train, and Gold Country Stage at the Auburn – Conheim Multimodal Station. Amtrak through-bus service also stops in Auburn.

### **Town of Loomis**

The town of Loomis is intersected by I-80. Arterials within the Town of Loomis include King Rd., Horseshoe Bar Rd., Taylor Rd., and Rippey Rd. PCT provides public transit for the Town of Loomis, connecting the town to other parts of the county.

### **City of Colfax**

The City of Colfax lies at the crossroads of I-80 and SR-174. Placer County Transit (PCT) has a bus route that travels to Colfax. Amtrak also provides service to the City, with the city's passenger rail station is located at 99 Railroad Street in the heart of town. Amtrak through-bus service also stops in Colfax.

## **TRANSPORTATION SYSTEMS MANAGEMENT**

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Transportation Systems Management (TSM) is often used interchangeably with Transportation Control Measures (TCM) and Transportation Demand Management (TDM) to describe a series of techniques designed to maximize the efficiency of the existing transportation system. The emphasis of these methods is to reduce traffic congestion, delay the need for new and expensive transportation improvements, reduce the dependence on single occupant vehicles, and improve air quality. These methods generally employ techniques that are low-cost measures to reduce travel demand or improve the utilization of the existing transportation infrastructure.

TSM strategies focus on increasing the efficiency, safety, and capacity of existing transportation systems through techniques such as facility design treatments, access management programs, targeted traffic enforcement, and ITS. TCMs are focused on reducing air pollution through techniques such as alternative fuel vehicles. TDM addresses traffic congestion by reducing travel demand rather than increasing transportation capacity.

PCTPA is the Congestion Management Agency (CMA) for Placer County. As such, staff works with the Placer County Air Pollution Control District (PCAPCD), local agencies, and employers to promote alternatives to drive-alone commuting. As part of these TSM efforts, PCTPA continues to implement its Congestion Management Program (CMP), which offers various sources of information on alternative transportation modes, coordinates public transit marketing campaigns for all of Placer

## 3.7 TRANSPORTATION AND CIRCULATION

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County's transit operators, and provides incentives for those who participate in programs such as Spare the Air and the summer youth bus pass program.

PCTPA also funds the Freeway Service Patrol in Placer County, which reduces congestion and emission of pollutants by assisting disabled motorists on Interstate 80 between the Placer / Sacramento County line and Sierra College Boulevard. PCTPA and the PCAPQD work in partnership with the Sacramento Metropolitan Air Quality Management District to conduct the Spare the Air campaign, which educates the public about air quality issues and promotes activities and habits that will improve air quality.

### INTELLIGENT TRANSPORTATION SYSTEMS

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Intelligent Transportation Systems (ITS) are a collection of roadway and transit management strategies, communication systems, computer technologies, electronics, monitoring instrumentation, and other applications to improve the safety, operational effectiveness, and efficiency of the existing surface transportation system. ITS is not a mode of transportation itself. Examples of ITS programs include regional traveler information, traffic signal control, transit management, ramp metering, incident management, and emergency management.

Placer County has been a part of a number of ITS developments over recent years. PCTPA coordinated ITS planning for El Dorado, Nevada, Placer and Sierra Counties. This effort was coordinated with the ITS planning begun by the Tahoe Regional Planning Agency (TRPA) for the Tahoe Basin. In 2002, the Tahoe Gateway Counties ITS Strategic Deployment Plan (SDP) was adopted by the four Regional Transportation Planning Agencies. It addresses the unique aspects of the rural environment where challenges include rapid changes in weather, limited alternative routes and difficulties in developing effective communication systems.

The ITS Strategic Deployment Plan for the Sacramento region was prepared by the Sacramento Area Council of Governments (SACOG) in 2005 and replaces the 1996 Early Deployment Plan and updates the Sacramento ITS Regional Architecture completed in 2001. The SDP brings the Sacramento region into full compliance with architecture requirements; provides a vision for ITS; outlines a program of low, medium and high priority projects; identifies probable costs; and establishes a plan for managing, integrating and operating the ITS elements in the region. The SDP also incorporates recent efforts to demonstrate the interrelation between land use and transportation improvements, and address ways in which advanced technologies can improve both mobility and air quality in the region.

### SAFETY & SECURITY

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Congress emphasized the need for a more collaborative approach to safety and security when it passed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21<sup>st</sup> Century* (SAFETEA-LU) in August of 2005. SAFETEA-LU included two new planning factors related to safety and security that must be addressed: safety and security. The *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21) was signed into law in June of 2012 as a funding reauthorization for federal transportation projects and it continues to emphasize the planning factors described under SAFETEA-LU. Fixing America's Surface Transportation (FAST) ACT was signed into law on December

3, 2015 with the goals of improving mobility on America's highways, creating jobs and supporting economic growth, accelerating project delivery and promoting innovation. The FAST ACT continued the Highway Safety Improvement Program and created the National Highway Freight Program and the new Nationally Significant Freight and Highway Projects program initiatives.

### **California Traffic Safety Statistics**

From 2015 to 2016, traffic fatalities in the State of California increased 7 percent from 3,387 in 2015 to 3,623 in 2016. This represents a Mileage Death Rate (MDR) of 1.01 fatalities per 100 million miles traveled. Alcohol-impaired driving fatalities increased from 911 in 2015 to 1,059 in 2016. 15% of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/or illegal drugs. Unrestrained passenger vehicle occupant fatalities in all seating positions increased 3 percent from 568 in 2015 to 586 in 2016. Pedestrian fatalities increased 5.9 percent from 819 in 2015 to 867 in 2016. Bicycle fatalities increased 8.1 percent from 136 in 2015 to 147 in 2016.

### **Transportation Security**

Transportation security refers to the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users. Placer County is susceptible to many types of potentially disastrous incidents. These incidents could include major transportation accidents, natural disasters (earthquake, floods, and wildfires), sabotage, civil unrest, hazardous material spills, criminal activity, or acts of terrorism.

The transportation system in Placer County will play a critical role in responding to such incidents. The transportation system allows access to first responders, can provide detours to navigate around incidents, and serve as evacuation facilities.

## **3.7.2 REGULATORY SETTING**

### **FEDERAL**

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#### **The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act built upon the SAFETEA-LU requirements established in 2005. The adoption of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) made changes to several funding programs. For transit, the FTA 3038, 5308, 5316, 5317, 5320, and 5339 (Alternatives Analysis) were all repealed, the FTA 5307, 5310 and 5311 programs were modified and the FTA 5324, 5329, 5337 and 5339 (Bus and Bus Facilities) were enacted. For other types of transportation, several programs were combined into the new Transportation Alternatives Program (TA).

#### **The Fixing America's Surface Transportation Act (FAST ACT)**

More recently, the Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015 and provided a fully funded five-year authorization of surface transportation programs. The FAST Act builds on the changes made by the previous bill — MAP-21. The FAST Act continues the Metropolitan Planning program. Program oversight is a joint Federal Highway

Administration/Federal Transit Administration responsibility. The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program.

### **National Environmental Policy Act (NEPA)**

The National Environment Policy Act of 1969 (NEPA) requires federal agencies to assess the possible environmental consequences of projects which they propose to undertake, fund, or approve. While the RTP is not subject to NEPA, individual federally-funded programs or projects requiring federal approval will be subject to a NEPA evaluation at the time of project implementation.

### **STATE**

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The State requirements largely mirror the Federal requirements and are primarily reflected in Government Code Section 65080. The California Transportation Commission (CTC) adopted RTP guidelines for RTPAs in January 2017 that are consistent with Federal requirements in the FAST Act and California requirements.

### **Regional Transportation Plan (RTP) Requirements**

State planning guidelines call for the adoption and submittal of an RTP to the CTC and Caltrans every four years for nonattainment regions or five years in attainment regions. If the current RTP is determined to be adequate such that an update is not warranted, an MPO may re-adopt the current RTP. The Government Code requires that the RTP address three distinct elements: a policy element, an action element, and a financial element. A public hearing must be noticed and held prior to adopting the RTP. Additionally, the RTP must comply with the following provisions:

- Compliance with CEQA;
- Consistency with the State Transportation Improvement Program;
- Use of program level performance measures that include goals and objectives; and
- Development of three specific elements in the RTP including a policy element, an action element, and a financial element.

### **Senate Bill (SB) 743**

SB 743, passed into law in 2013, changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. The 2017 Update to the Scoping Plan identified that slower VMT growth from more efficient land use development patterns would promote achievement of the state's climate goals.

As detailed in SB 743, the Governor's Office of Planning and Research (OPR) was tasked with developing potential metrics to measure transportation impacts and replace the use of delay and level of service (LOS). More detail about SB 743 is provided in the setting Chapter 17, "Traffic and

Circulation.” In December 2018, OPR released its final changes to the CEQA Guidelines, including the addition of Section 15064.3 that would implement SB 743. In support of these changes, OPR also published its Technical Advisory on Evaluating Transportation Impacts in CEQA, which recommends that the transportation impact of a project be based on whether it would generate a level of vehicle miles traveled (VMT) per capita (or VMT per employee) that is 15 percent lower than existing development in the region. However, the provisions of Section 15064.3 do not apply statewide until July 1, 2020.

### **SACOG MTP/SCS**

A Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is a long-range (at least 20-year) regional plan for transportation projects, such as bikeway, road, sidewalk, and transit projects. In order to provide people with a variety of efficient transportation options, an MTP/SCS considers where jobs, housing and services are located both today and in the future. The plan also includes a financial forecast that shows that the transportation projects in the plan can reasonably be funded over the course of 20 years. The major outcomes of the MTP/SCS include improving air quality, reducing traffic congestion, and reducing greenhouse gas emissions.

SACOG must maintain and update the MTP/SCS at least every four years. All transportation projects that receive state or federal funding must be included in the plan, and therefore SACOG works closely with its 22 member cities and six member counties when updating the MTP/SCS. In addition to working with member jurisdictions, SACOG staff examines projections for growth in population, housing and jobs. Staff also gathers input from a wide variety of stakeholders and the general public. The current SACOG MTP/SCS was adopted in February 2016. The update to the MTP/SCS is scheduled for adoption in February 2020.

### **LOCAL**

Though a number of agencies are involved in transportation in Placer County, PCTPA has a primary role as the regional transportation planning agency. PCTPA is charged with countywide transportation services and allocates locally-generated transportation revenue.

PCTPA also works in partnership with local cities and other agencies to identify transportation needs and fund the most critical transportation improvements. In addition, since the county is located in a federal nonattainment air basin, transportation and air quality planning must be coordinated.

As the Congestion Management Agency for Placer County, PCTPA worked with the Placer County Air Pollution Control District (PCAPCD) and other government agencies to develop the Congestion Management Program (CMP). Through its CMP, PCTPA promotes the use of alternative transportation modes including carpooling, vanpooling, telecommuting, biking, taking public transit, riding the train, or walking. Several programs, incentives, and resources are made available through the CMP that aim to get people out of their single occupancy vehicles with the goal of improving air quality and reducing traffic congestion in Placer County. Year-round programs and services include a carpool and vanpool Commuter Club, an Emergency Ride Home Program, Public Transit Services, a Transit Ambassador Program, Spare the Air Bucks program, a Summer Youth Bus Pass program, and other seasonal programs.

### 3.7.3 IMPACTS AND MITIGATION MEASURES

#### THRESHOLDS OF SIGNIFICANCE

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Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on the environment associated with transportation and circulation if it will:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to geometric design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access?

Traffic data and project information provided by PCTPA and SACOG served as a basis for analyzing the effect of the RTP on transportation in the county. The information includes vehicle miles traveled (VMT), vehicle hours of delay (VHD), and other metrics, for both the existing (2016) scenario and that of the future scenario (2040) with implementation of the 2040 RTP projects. The RTP includes a programmatic analysis of the county as a whole, based on the analysis of regional system measures such as VMT and VHD.

#### IMPACT ANALYSIS

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Impacts associated with the 2040 RTP have been analyzed based upon full implementation of the Tier 1 projects anticipated to be completed by the year 2040. Due to the regional nature of the RTP, the CEQA analysis focuses on those impacts that are anticipated to be potentially significant on a regional system-wide level. As individual projects near implementation, it will be necessary to undertake project-specific environmental assessments before each project is approved and implemented. If necessary, mitigation measures to offset potential adverse environmental impacts resulting from those projects will be implemented. Because this is a programmatic level environmental document, the analysis is based on the multi-modal projects collectively, rather than impacts associated with each mode of travel individually. The travel model results in this Draft EIR are used to analyze regional transportation through 2040 and are not intended to be used to plan local roadway improvements or to provide the level of detail necessary to analyze impacts of individual development projects.

Implementation of the 2040 RTP would support a number of transportation projects throughout the county. Some of the projects involve capacity expansion (such as widening roadways, building new roadways, adding turn lanes at intersections, etc.), while others involve safety enhancements or maintenance (such as roadway rehabilitation, seismic bridge replacements, and the like). Due to the nature of these projects, transportation- and circulation-related impacts could result from construction activities, as well as from the ongoing operation of the completed facilities. Construction activities would generally result in temporary impacts to the adjacent land uses and the traveling public. The long-term operation of these facilities may have both beneficial and adverse impacts; the new roadway capacity may result in reduced congestion and smoother traffic flows at



higher speeds, but it also has the potential to enable additional traffic in the county. **Table 3.7-1** compares the 2040 RTP to existing conditions (year 2016 was the base year of the current SACOG travel demand model and is therefore used as the baseline for the purposes of the analysis). Project Funding by Mode of the **Table 3.7-1** describes the amount of funding allocated for projects that are expected to be fully funded (Tier 1 projects).

**TABLE 3.7-1 PCTPA RTP TIER I PROGRAM SUMMARY**

CATEGORY	BASE YEAR (2016)	2040 RTP (2040)	
Lane Miles	2,202	2,517	
<i>PROJECT FUNDING BY MODE</i>			
		Funding (Million \$)	Percentage
Bicycle & Pedestrian	-	\$308.28	3.0%
Road & Highway Capacity	-	\$1,806.46	17.6%
Maintenance & Rehabilitation	-	\$4,499.32	43.8%
Programs & Planning	-	\$1.46	<1.0%
Transit Capital (Major)	-	\$693.92	6.8%
Transit O&M	-	\$1,536.30	15.0%
System Management, Operations, & ITS	-	\$1,367.18	13.3%
Project Development Only*	-	\$60.97	<1.0%
<b>Total</b>	-	<b>\$10,273.89</b>	-

SOURCE: PCTPA 2040 RTP.

**INCREASES IN POPULATION AND VEHICLE MILES TRAVELED**

The 2040 RTP uses the year 2016 as the base year for forecasting. The forecasted horizon scenario is designated as year 2040. Placer County growth projections used in the 2040 RTP are shown in **Table 3.7-2**. The table shows the estimated increases in county population and employment that are projected by the PCTPA.

**TABLE 3.7-2 PLACER COUNTY GROWTH PROJECTIONS**

CATEGORY	BASE YEAR (2016)	FUTURE YEAR (2040)	PERCENT CHANGE
Population	363,896	505,083	+39%
Employment	145,740	224,090	+54%

SOURCE: SACOG EMFAC AND GHG RESULTS FOR PCTPA EIR, 2019.

As development in the county grows during the next approximately 20 years, more residents, housing units, and jobs will result in additional person and vehicle trips and increased traffic volumes. As a result, one can anticipate an increase in vehicle miles traveled (VMT) within the county. Adding more vehicular traffic to the regional road system without making capacity enhancements at bottlenecks may also create an increase in overall vehicle delay. **Table 3.7-3** shows the existing and projected future VMT within Placer County.

## 3.7 TRANSPORTATION AND CIRCULATION

As shown in **Table 3.7-3**, by the year 2040 there is projected to be an approximately 27.2% increase in county-wide VMT, nearly 10% lower than the approximately 39% increase in county population shown in **Table 3.7-2**.

**TABLE 3.7-3 PROJECTED PLACER COUNTY ANNUAL VEHICLE MILES TRAVELED (VMT)**

MEASUREMENT	BASE YEAR 2016	YEAR 2040	PERCENT CHANGE
Daily VMT	10,025,561	12,755,299	27.2%

Source: SACOG SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

Another means of measuring the potential effect of the proposed project on overall travel behavior is to evaluate VMT per capita. As shown in **Table 3.7-4**, VMT per capita is projected to decrease by 8.3% between existing and future year conditions.

**TABLE 3.7-4 PLACER COUNTY VEHICLE MILES TRAVELED PER CAPITA**

	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
Total Daily VMT	10,025,561	12,755,299	+27.2%
Population	363,896	505,083	+38.7%
Daily VMT Per Capita	27.55	25.3	-8.3%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACOG SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

### VEHICLE HOURS OF DELAY (VHD)

Placer County vehicle hours of delay (VHD) projections used in the 2040 RTP are shown in **Table 3.7-5**. The table shows the estimated increases in VHD and VHD per capita that are projected in Placer County.

**TABLE 3.7-5 PLACER COUNTY VEHICLE HOURS OF DELAY (VHD)**

	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
Total Weekday VHD	56,931	76,364	+34.1%
Population	363,896	505,083	+38.7%
Total Weekday VHD Per Capita	0.16	0.15	-6.3%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACOG SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

As described above, as development in the county increases during the next approximately 20 years, there will be an expected increase in VHD of approximately 34%, greater than the approximately

27% increase in daily VMT. This reflects a projected increase in travel time per trip from year 2016 to 2040. However, VHD per capita will decrease slightly to 0.15 VHD per capita.

LANE MILES

Projections for Placer County lane miles for each roadway class used in the 2040 RTP are shown in **Table 3.7-6**. The table shows the year 2016 and projected year 2040 estimates.

**TABLE 3.7-6 PLACER COUNTY LANE MILES**

FACILITY CLASS	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
General Purpose Freeway	324	334	+3%
HOV Lanes	11	16	+45%
Freeway Auxiliary/Ramp	22	43	+95%
Expressway	45	78	+73%
Arterial/Rural Highway	890	1101	+24%
Collectors	463	472	+2%
Other	453	473	+4%
<b>All Classes</b>	<b>2,202</b>	<b>2,517</b>	<b>+14%</b>

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

BIKEWAY FACILITY MILES

Projections for Placer County bikeway facilities for each bikeway class are shown in **Table 3.7-7**. The table shows the year 2016 and projected year 2040 estimates.

**TABLE 3.7-7 PLACER COUNTY BIKEWAY FACILITY MILES**

GOODS MOVEMENT CORRIDOR TYPE	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
Shared-Use Paths (Class I)	142.2	251.6	+77%
Bike Lanes (Class II)	340.2	424.6	+25%
Bike Routes (Class III)	18.1	14.1	-22%
<b>All Classes</b>	<b>500.5</b>	<b>690.2</b>	<b>+38%</b>

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

## 3.7 TRANSPORTATION AND CIRCULATION

### CONGESTION

Projections for Placer County weekday congested VMT for each roadway class used in the 2040 RTP are shown in **Table 3.7-8**. The table shows the year 2016 and projected year 2040 estimates.

**TABLE 3.7-8 PLACER COUNTY WEEKDAY CONGESTED VMT**

FACILITY CLASS	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
General Purpose Freeway	99,900	67,000	-33%
HOV Lanes	0	0	N/A
Freeway Auxiliary/Ramp	4,400	4,800	+9%
Expressway	14,800	55,000	+272%
Arterial/Rural Highway	299,500	340,400	+14%
Collectors	8,000	16,400	+105%
Other	100	0	-100%
<b>All Classes</b>	<b>426,700</b>	<b>483,700</b>	<b>+13%</b>

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

Overall, the above results indicate that overall levels of vehicular travel in Placer County are expected to grow over the next approximately 20 years. Levels of traffic congestion are also anticipated to increase over the time period of the plan. Implementation of the proposed 2040 RTP addresses projected future vehicular delay on the state highway system; however, the RTP is not able to address all future traffic congestion throughout the county. It will be the responsibility of the land use authorities to plan for traffic impacts associated with development that is approved by each respective land use authority.

### CONGESTED LANE MILES FOR MAJOR GOODS MOVEMENT CORRIDORS

Placer County congested lane miles by goods movement corridor type are shown in **Table 3.7-9**. The table shows the year 2016 and projected year 2040 estimates for congested lane miles.

**TABLE 3.7-9 PLACER COUNTY WEEKDAY CONGESTED LANE MILES FOR MAJOR GOODS MOVEMENT CORRIDORS**

GOODS MOVEMENT CORRIDOR TYPE	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
National Network	18.5	16.2	-12%
Terminal Access & Local Routes	32.8	30.6	-7%
CA Legal Truck Route	15.2	14.0	-8%
CA Legal Advisory Truck Route	0	0	0%
<b>All Classes</b>	66.5	60.7	-9%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

The above results indicate that congested lane miles of major goods movement corridors in Placer County are expected to decrease by 9% overall and 12% on the national truck network with the implementation of the proposed 2040 RTP.

**AVERAGE TRAVEL SPEED**

Projections for Placer County average travel speeds for each roadway class used in the 2040 RTP are shown in **Table 3.7-10**. The table shows the year 2016 and projected year 2040 estimates.

**TABLE 3.7-10 PLACER COUNTY AVERAGE TRAVEL SPEED, MILES PER HOUR**

FACILITY CLASS	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
General Purpose Freeway	47.1	46.1	-2%
HOV Lanes	51.2	50.1	-2%
Freeway Auxiliary/Ramp	19.5	26.6	+36%
Expressway	41.2	37.9	-8%
Arterial/Rural Highway	30.1	30.3	+1%
Collectors	26.9	26.6	-1%
Other	18.7	18.7	-
<b>All Classes</b>	33.6	33.0	-2%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

Overall, the above results indicate that as the overall levels of vehicular travel and population in Placer County are expected to grow over the next approximately 20 years, average travel speeds

## 3.7 TRANSPORTATION AND CIRCULATION

will decrease slightly with increased overall travel. Levels of traffic congestion are anticipated to increase over the time period of the plan. Implementation of the proposed 2040 RTP addresses some of the projected effect on average travel speed; however, the RTP is not able to address all future traffic throughout the county to maintain current travel speeds. It will be the responsibility of the land use authorities to plan for traffic impacts associated with development that is approved by each respective land use authority.

### PEAK HOUR EXCESSIVE DELAY

Projections for Placer County excessive delay for each peak hour are shown in **Table 3.7-11**. The table shows the year 2016 and projected year 2040 estimates. Peak hour excessive delay is a National Performance Metric for Congestion established by FHWA to measure performance of the National Highway System. This metric has been adapted to evaluate person-hour excessive delay during peak hours in Placer County in the year 2016 and project year 2040. Excessive delay is defined as the total hours of person-delay incurring a 40% or greater decrease in travel time along a roadway segment.

**TABLE 3.7-11 PLACER COUNTY PEAK HOUR EXCESSIVE DELAY**

FACILITY CLASS	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
AM Peak Hour	1,924.5	2,223.3	+16%
PM Peak Hour	1,893.4	1,761.6	-7%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

Overall, the results indicate that as the overall levels of vehicular travel and population in Placer County are expected to grow over the next approximately 20 years, the experience of congestion in each peak hour will change. Levels of traffic congestion are anticipated to increase over the time period of the plan. Implementation of the proposed 2040 RTP addresses some of the projected effect on peak hour excessive delay, including a 7% decrease in excessive delay in the PM peak hour; however, the RTP is not able to address all future traffic throughout the county to maintain current levels of excessive delays in the AM peak hour. It will be the responsibility of the land use authorities to plan for traffic impacts associated with development that is approved by each respective land use authority.

### WEEKDAY TRIPS AND SHARE BY MODE

Trips in Placer County by mode are summarized in **Table 3.7-12**. The table shows the year 2016 and projected year 2040 estimates for trips by mode.

**TABLE 3.7-12 PLACER COUNTY WEEKDAY TRIPS BY MODE**

MODE	BASE YEAR (2016)		YEAR 2040 PLUS PROJECT <sup>1</sup>		
	TRIPS	MODE SHARE	TRIPS	MODE SHARE	MODE SHIFT % CHANGE
Walk	74,852	4.6%	108,675	5.1%	0.5%
Bike	29,661	1.8%	42,750	2.0%	0.2%
Single Occupant Vehicle	762,375	47.0%	1,010,116	47.0%	0%
High-Occupancy Vehicle - 2	374,325	23.1%	490,129	22.8%	-0.3%
High-Occupancy Vehicle - 3+	360,278	22.2%	463,447	21.6%	-0.6%
Transit	4,710	0.3%	13,457	0.6%	0.3%
School Bus	16,663	1.0%	18,869	0.9%	-0.1%
Total	1,622,864	100%	2,147,443	100%	--

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

The above results indicate that walking, biking, and transit mode shares are all estimated to increase slightly alongside single occupant vehicles with high-occupancy vehicle trips and school bus trips declining slightly with the implementation of the proposed 2040 RTP.

WEEKDAY ALTERNATIVE MODE TRIPS PER CAPITA

Weekday alternative mode trips per capita in Placer County are summarized in **Table 3.7-13**. The table shows the year 2016 and projected year 2040 estimates for trips per capita by walking, biking, and transit.

**TABLE 3.7-13 PLACER COUNTY WEEKDAY ALTERNATIVE MODE TRIPS PER CAPITA**

MEASUREMENT	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
Walk	0.21	0.22	4.8%
Bike	0.08	0.08	0%
Transit	0.01	0.03	200%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

The above results indicate that biking trips per capita are estimated to stay stable while walking trips will increase by nearly 5% with the implementation of the 2040 RTP. Transit trips per capita are estimated to increase with the 2040 RTP transit investments with per capita trips increasing 200%.

## 3.7 TRANSPORTATION AND CIRCULATION

### WEEKDAY AVERAGE TRIP LENGTHS BY MODE

Weekday average trip lengths by mode in Placer County are summarized in **Table 3.7-14**. The table shows the year 2016 and projected year 2040 estimates for trip lengths by mode.

**TABLE 3.7-14 PLACER COUNTY WEEKDAY AVERAGE TRIP LENGTH BY MODE**

MEASUREMENT	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
Walk	1.69	1.77	+4.9%
Bike	7.16	7.44	+3.9%
Single Occupant Vehicle	10.00	9.34	-6.6%
High-Occupancy Vehicle - 2	8.96	8.57	-4.3%
High-Occupancy Vehicle - 3+	9.03	8.86	-1.9%
Transit	10.21	11.11	+8.9%
School Bus	6.38	6.18	-3.1%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.

The above results indicate that walking, biking, and transit trips are all estimated to have increased trip lengths with the implementation of the proposed 2040 RTP. Concurrently, all vehicle trips and school bus trips are expected to have slightly reduced trip lengths with the implementation of the 2040 RTP.

### TRANSIT COVERAGE

Coverage of the households and employees of Placer County by transit service is shown in **Table 3.7-15**. The table shows the year 2016 and projected year 2040 estimates for household and employment coverage by transit service. Transit coverage is measured by households or employees within one-half mile of a transit stop.

**TABLE 3.7-15 PLACER COUNTY TRANSIT COVERAGE**

GOODS MOVEMENT CORRIDOR TYPE	BASE YEAR (2016)	YEAR 2040 PLUS PROJECT <sup>1</sup>	
		VALUE	% CHANGE
Households	49,397	69,835	41%
Employees	107,178	140,480	31%

NOTES: <sup>1</sup> THIS SCENARIO INCLUDES ALL 2040 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2040.

SOURCE: SACSIM TRAVEL DEMAND FORECASTING MODEL, 2019.



The above results indicate that transit coverage is expected to substantially increase with the implementation of the proposed 2040 RTP. The increases in transit coverage would result in a 41% increase in the number of households within one-half mile of transit service and a 31% increase in the number of employees within one-half mile of transit service.

**Impact 3.7-1: Would the proposed project conflict with or be inconsistent with CEQA guidelines section 15064.3, subdivision (b). (less than significant)**

It should be noted that the California Governor's Office of Planning and Research (OPR) has recently proposed a new section 15064.3 to the CEQA Guidelines that would provide new methods of measuring transportation planning impacts. This new approach to analyzing impacts would replace level of service standards with standards associated with vehicle miles travelled (VMT). In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of these modifications. Since the RTP requires a programmatic analysis of the county as a whole, this EIR does not include an analysis of individual roadway projects; instead, it includes an analysis of VMT/VHD after implementation of the Tier 1 list of project included within the 2040 RTP. The Tier 1 list of projects identifies the 20-year list of financially constrained transportation investments in the region.

Transportation data and project information provided by PCTPA and SACOG (e.g. via the SACSIM model) served as a basis for analyzing the effect of the RTP on transportation in the county. The information includes vehicle miles traveled (VMT), vehicle hours of delay (VHD), and other metrics, for both the existing (2016) scenario and that of the future scenario (2040) with implementation of the 2040 RTP projects.

Implementation of the 2040 RTP would support a number of transportation projects throughout the county. Some of the projects may involve capacity expansion, while others involve safety enhancements or maintenance. Due to the nature of these projects, transportation- and circulation-related impacts could result from construction activities, as well as from the ongoing operation of the completed facilities.

Construction activities would generally result in temporary impacts to the adjacent land uses and the traveling public. The long-term operation of these facilities may have both beneficial and adverse impacts; the new roadway capacity may result in reduced congestion and smoother traffic flows at higher speeds, but it also has the potential to encourage additional traffic in the county, which could result in increased vehicle emissions and other environmental impacts.

#### REGIONAL TRANSPORTATION INDICATORS

As development in the county grows during the next approximately 20 years, more residents, housing units, and jobs will result in additional vehicle trips and increased traffic volumes. As a result, total VMT will increase throughout the county, as shown in **Tables 3.7-3 and 3.7-4**. Adding more vehicular traffic to the regional road system without making capacity or operational enhancements would create an increase in overall vehicle delay. However, as described in **Table 3.7-4**, per capita

VMT is expected to decrease and VHD to decrease slightly over this period (by approximately 6%). Without the projects included within the 2040 RTP, VHD per capita could increase significantly.

### CONCLUSION

The 2040 RTP has been developed to support planned and proposed growth in the region but does not involve approvals of land use development projects. Forecasted growth in the county will result in increased vehicle miles traveled and daily trips regardless of the proposed project. Ultimately it will be the responsibility for local land use agencies to collect development fees to fund projects that are needed, but not able to be funded through the 2040 RTP. The effort by the PCTPA in preparing the 2040 RTP would reduce the potential impact on the regional circulation system to a *less than significant* level.

### **Impact 3.7-2: The Proposed project could result in the alteration of present patterns of vehicular, bicycle, and pedestrian circulation, increased traffic delay, and increased traffic hazards during construction of future projects. (less than significant with mitigation)**

Ultimate construction of the various projects identified in the RTP could result in lane or road closures, detours, open trenches on bikeway facilities or closure of bikeway facilities, and the addition of construction trucks and equipment on the surrounding roadway system. Construction within the State right-of-way would require an encroachment permit from Caltrans. Construction in Placer County and its incorporated cities would require encroachment permits from the relevant jurisdictions. As part of obtaining an encroachment permit, a detailed traffic control plan would need to be developed that would address the methods of traffic control during construction. Although required permits would be obtained prior to construction, this impact is considered potentially significant because construction could lead to traffic delays, temporary reductions in roadway capacity and levels of service, damage to property, or injury.

The following mitigation measure would require the preparation of a traffic control plan for all construction projects. Implementation of a traffic control plan would ensure continued emergency vehicle access during construction activities. Implementation of this measure would reduce this impact to a *less than significant* level.

### MITIGATION MEASURES

*Mitigation Measure 3.7-1: The implementing agencies shall develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan, project proponents shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities.*

### **Impact 3.7-3: The Proposed project does not substantially increase geometric hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses. (less than significant)**

The 2040 RTP includes roadway projects designed to alleviate existing and anticipated future congestion issues and to reduce traffic hazards. For example, the 2040 RTP includes projects to widen roadways, improve intersections, and/or to add turn lanes; when warranted, installation of such improvements can substantially improve intersection safety. While the RTP includes numerous projects that will involve a design/engineering process, the project-specific designs and plans for these improvements are not available for analysis at this time. However, consistent with agency practice, all improvements will be designed to the standards and specifications of Caltrans or the appropriate implementing agency. As such, the proposed project is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. Therefore, potential indirect impacts on safety and compatibility are considered *less than significant*. No mitigation measure is required.

**Impact 3.7-4: The Proposed project could result in the alteration of emergency access during construction of future projects. (less than significant with mitigation)**

The RTP does not propose any specific projects that are believed to result in inadequate emergency access. In some cases, the RTP would provide increased regional connectivity and should improve movement of emergency vehicles. However, emergency access could potentially be affected during construction activities associated with implementation of the various roadway, transit, and bicycle/pedestrian improvement projects identified in the RTP. The implementing agency for each improvement project would be responsible for coordinating with the emergency providers to ensure that emergency routes remain available during construction activities. This is a potentially significant impact. Implementation of the Mitigation Measure 3.7-1 would reduce this impact to a *less than significant* level.

**Impact 3.13-5: The Proposed project is consistent with adopted policies, plans, ordinances, and programs addressing the circulation system, including public transit, roadway, bicycle, and pedestrian facilities. (less than significant)**

The 2040 RTP includes transit and non-motorized transportation projects for the region, including bicycle/pedestrian projects that carry out goals of the 2040 RTP. The 2040 RTP allocates a similar proportion of funding for transit, rail, and bicycle/pedestrian projects as did the 2036 RTP. The 2040 RTP also helps to implement local policies associated with alternative modes of transportation.

Furthermore, the project is consistent with the plans, ordinances, and programs of PCTPA, SACOG, Caltrans, and local jurisdictions related to roadway improvements for motorized vehicles. The 2040 RTP project list is consistent with the proposed project list for the SACOG 2020 MTP/SCS. The proposed transportation improvement projects were developed in collaboration with the relevant jurisdictions and consistent with their capital improvement programs, General Plans, and other transportation plans. Therefore, implementation of the RTP would have a *less than significant* impact on this environmental topic. No mitigation measure is required.

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CEQA requires an EIR to evaluate a project's effects in relationship to broader changes occurring, or that are foreseeable to occur, in the surrounding environment. Accordingly, this chapter presents discussion of CEQA-mandated analysis for cumulative impacts, irreversible impacts, and growth inducement associated with the 2040 RTP.

## 4.1 CUMULATIVE SETTING AND IMPACT ANALYSIS

### CUMULATIVE SETTING

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Under CEQA, the discussion of cumulative impacts should focus on the severity of the impacts and the likelihood of their occurrence. The cumulative scenario for the 2040 RTP includes growth planned for Placer County and incorporated communities. The analysis of cumulative effects considered the cumulative projected general plan buildout throughout Placer County. Some sections within chapter three include individual cumulative analyses.

#### **Population, Housing, Employment Projections**

Over the next 20 years, Placer County will continue to grow rapidly. The estimated total population for Placer County would increase from 363,896 persons in 2016 to 505,083 persons in 2040 (SACOG, 2019). Separately, PCTPA projects a total employment of 224,090 for Placer County by 2040 (SACOG, 2019). Placer continues to remain a commuter-oriented county, with 79.5% of the workforce driving alone to work based on the 2017 American Community Survey. Another 7.8% carpooled to work. The average daily commute time in Placer County was approximately 27.3 minutes in 2017, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. Additionally, 8.4% have a commute that is one hour or longer each way.

Population growth continues to be due in part but not limited to:

- Sacramento Area jobholders taking up residence in the county, creating a market demand for interregional commute alternatives;
- Job relocations to the Sacramento Area due to lower cost of doing business;
- In-migration from other cities in California, including the San Francisco Bay Area;
- An increase in the economic interaction with surrounding counties;
- The draw of regional job centers and clusters in south Placer County.

### CUMULATIVE EFFECTS OF THE PROJECT

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#### **Method of Analysis**

Although the environmental effects of an individual project may not be significant when that project is considered separately, the combined effects of several projects may be significant when considered collectively. State CEQA Guidelines 15130 requires a reasonable analysis of a project's cumulative impacts, which are defined as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts." The cumulative impact that results from several closely related projects is: the change in the

environment which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (State CEQA Guidelines 15355[b]). Cumulative impact analysis may be less detailed than the analysis of the Project's individual effects (State CEQA Guidelines 15130[b]).

There are two approaches to identifying cumulative projects and the associated impacts. The list approach identifies individual projects known to be occurring or proposed in the surrounding area in order to identify potential cumulative impacts. The projection approach uses a summary of projections in adopted General Plans or related planning documents to identify potential cumulative impacts. Because of the programmatic and county-wide nature of the 2040 RTP, this EIR uses the projection approach for the cumulative analysis and considers the development plans of Placer County as well as its incorporated communities.

### **Cumulative Impacts**

Cumulative impacts for most issue areas are not quantifiable and are therefore discussed in general terms as they pertain to development patterns in the surrounding region. Effects for all issue areas were addressed. In consideration of the cumulative scenario described above, the 2040 RTP improvements may result in the following cumulative impacts.

#### AESTHETICS

##### ***Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region (Less than Cumulatively Considerable)***

The existing regional setting, which includes Placer County and the viewsheds that can be seen from Placer County, is composed primarily of large tracts of agricultural, grazing, forests/woodlands, and urban development throughout the county. While growth is anticipated to occur in Placer County, the majority of growth is anticipated to occur in and around the incorporated communities.

Regional growth has and will continue to result in a cumulative aesthetic effect by converting undeveloped land into developed and occupied areas and increasing overall levels of nighttime lighting. Cumulative development entails grading/landform alteration, the development of structures, and the installation of roadways and other infrastructure that has altered and will continue to permanently alter the region's existing visual character. Subsequent projects implemented under the 2040 RTP would be required to be consistent with the general plan and adopted regulations pertaining to aesthetics and lighting of the implementing jurisdiction(s). Chapter 3.1 identifies mitigation measures to reduce project-level impacts on visual resources. Implementation of the 2040 RTP would result in a ***less than cumulatively considerable*** impact.

## AGRICULTURAL AND FOREST RESOURCES

***Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses (Considerable Contribution and Significant and Unavoidable)***

The cumulative setting for agricultural and forest resources includes Placer County and the greater Sacramento Valley region. Cumulative development anticipated in Placer County and the greater Sacramento Valley area, including growth projected by adopted general plans and those being updated, will result in the permanent loss of agricultural land, including important farmlands, significant farmlands, land under Williamson Act contracts, and other farmlands. Cumulative development may also contribute to the conversion of some forest lands or timber lands. Cumulative levels of development may also result in significant conflicts between agricultural uses and uses that may consider agricultural operations a nuisance, such as residential uses, or otherwise conflict with agricultural uses. Transportation facilities associated with the proposed 2040 RTP may result in significant conflicts with agricultural and forest uses as discussed in Chapter 3.2. While most projects would occur within or adjacent to existing rights-of way, development of new and/or extended transportation and circulation facilities may require conversion of agricultural or forest land, and may convert prime farmlands, as well as lands under Williamson Act contracts. Agricultural and forest land is a limited resource and the cumulative loss of this land is considered significant. If the implementing agency adopts Mitigation Measure 3.2-1 and Mitigation Measure 3.2-2, this impact could be reduced to the extent possible, but not to a less than significant level, because of site-specific conditions resulting in the net loss of agricultural land. Additionally, PCTPA cannot require the implementing agency to adopt Mitigation Measure 3.2-1, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation. Therefore, impacts on Williamson Act contracts, and important or significant farmlands and forest resources remain ***cumulatively considerable and significant and unavoidable***.

## AIR QUALITY

***Impact 4.3: Cumulative Impact on the Region's Air Quality (Less than Cumulatively Considerable)***

The cumulative setting for air quality impacts is the Sacramento Valley Air Basin. As discussed under Section 3.3, the emission outputs reflect a decreasing trend of criteria pollutant emissions through 2040 from the transportation sector. The results of the emission model reflects the fact that the state and federal EPA's vehicle and fuel regulations that are being phased into place over the study horizon will bring about significantly lower emission levels, which is particularly important for the reduction of emissions in nonattainment areas. The outputs also reflect improvements to the transportation network, including the use of alternative modes such as bike/pedestrian, transit, and carpooling opportunities.

Construction activities associated with construction and implementation of the various roadway and other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO<sub>x</sub>) as well as PM<sub>10</sub>; however,

because of the temporary nature of these emissions, they are not considered cumulatively considerable.

Implementation of the 2040 RTP will not conflict with the Air Quality Plan, or result in a cumulatively considerable net increase of a criteria pollutant in a nonattainment area. An air quality conformity analysis is not warranted for the 2040 RTP; rather SACOG will perform a conformity analysis with the update of the SACOG MTP/SCS (i.e. the 2020 MTP/SCS) which covers Placer County. Implementation of the 2040 RTP would result in a ***less than cumulatively considerable*** impact.

### CULTURAL AND TRIBAL RESOURCES

#### ***Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources (Less than Cumulatively Considerable)***

The cumulative setting for cultural and tribal resources includes the entirety of Placer County. Cumulative development anticipated in Placer County, including growth projected by adopted general plans and those being updated, may result in the discovery and removal of cultural or tribal resources, including archaeological, paleontological, historical, and Native American resources and human remains. Mitigation measures provided in Chapter 3.5 include requirements that the proposed project survey for potential resources and to evaluate any resources discovered during construction activities. Adherence to these regulations and implementation of mitigation as described in Chapter 3.5 would prevent a future cumulative loss of these important resources. Site-specific surveys would recognize cultural resources that would be disturbed. Therefore, this is considered a ***less than cumulatively considerable*** impact.

### GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

#### ***Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change (Considerable Contribution and Significant and Unavoidable)***

Implementation of the mitigation measures described in this EIR will assist in the reduction of per capita VMT levels throughout Placer County, which will assist in meeting the stated goals of AB 32, SB 32. As described throughout Section 3.5 of this EIR, PCTPA has included numerous projects and programs to promote the use and expansion of alternative transportation systems throughout the county and they continue to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT. Implementation of these mitigation measures as a part of the proposed 2040 RTP, as well as the requirements specified under the SACOG MTP/SCS, will reduce impacts to the extent possible. However, PCTPA (serving as the RTPA) and SACOG (serving as the MPO) cannot require the implementing agencies in Placer County to adopt mitigation measures that specifically are intended to reduce GHG emissions. It is ultimately the responsibility of a lead agency to apply project-specific mitigation at their discretion. As such, this impact remains ***significant and unavoidable*** until further project-specific analysis is performed by the implementing agencies for individual projects.

Additionally, after implementation of all of the policies, action plans, and mitigation measures included in the RTP and this EIR, the proposed project will still contribute to an overall increase in total GHG emission generated in Placer County even though the per capita emissions is reduced.



The total GHG increase is a function of population growth, which is a function of land use planning and development decisions by the local land use authorities (i.e. City and County governments). Therefore, this is considered a ***cumulatively considerable*** and ***significant and unavoidable*** impact.

#### LAND USE AND POPULATION

##### ***Impact 4.6: Cumulative Impact on Communities and Local Land Uses (Less than Considerable Contribution)***

The cumulative setting for land use and planning impacts includes Placer County, its incorporated communities, and the jurisdictions bordering Placer County. Cumulative land use and planning impacts, such as the potential for conflicts with adjacent land uses and consistency with adopted plans and regulations, are typically site- and project-specific. Construction of RTP projects may require removal of homes and result in the displacement of people and housing; however, these effects are not cumulatively considerable and adequate replacement housing is available as discussed in Chapter 3.6.

However, the programmatic nature of the 2040 RTP requires consideration of the overall planning and land use setting under cumulative conditions. As cumulative development occurs, there is the potential for development to occur that is not consistent with adopted plans and regulations and the potential for land use conflicts to occur between communities or jurisdictions. Under cumulative conditions, the majority of RTP projects would involve work within an existing right-of-way or extension of an existing right-of-way to widen or lengthen existing facilities. These uses would generally be compatible with adjacent uses as the RTP projects are the continuation/extension of existing uses and would not add new land use conflicts.

The 2040 RTP considers the adopted and planned land uses in Placer County and its incorporated communities. Projects included in the 2040 RTP are intended to primarily address safety and operational deficiencies and will also assist in improving linkages between existing communities. Growth under the 2040 RTP would be consistent with growth envisioned by local agencies and the RTP is not anticipated to result in growth at greater levels than already anticipated. As RTP projects are designed and engineered they will be reviewed and evaluated for consistency with the RTP as well as consistency with the adopted plans and regulations of the implementing agency(ies). As a result, the 2040 RTP would result in development that is generally compatible and consistent with existing land uses and policies. Therefore, the 2040 RTP would have a ***less than considerable*** contribution to cumulative land use and planning impacts.

#### TRANSPORTATION AND CIRCULATION

##### ***Impact 4.7: Cumulative Impact on the Transportation Network (Less than Cumulatively Considerable)***

The cumulative setting for transportation and circulation impacts includes Placer County as well as regional roadways and highways connecting Placer County to other population centers. Under cumulative conditions, the increase in development is anticipated to result in increased traffic congestion on local and regional roadways, as well as result in increased demand for transit, bicycle/pedestrian, rail, and aviation facilities and infrastructure.

## 4.0 OTHER CEQA-REQUIRED TOPICS

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The proposed project includes funding and other strategies that are aimed at improving transportation conditions, including level of service on roadways and intersections that are operating at unacceptable levels of service. These are beneficial impacts to the transportation system in Placer County; however, there will also be funding shortfalls due to funding constraints. It will not be possible to fund all transportation improvements that are needed in the region through the 2040 RTP. Ultimately it will be the responsibility for local land use agencies to collect development fees to fund projects that are needed, but not able to be funded through the 2040 RTP. The collection of development fees by local agencies to finance needed improvements would ensure that traffic congestion levels are managed in their jurisdiction; however, this is not something that the PCTPA can control or guarantee. The effort by the PCTPA in preparing the 2040 RTP would reduce the potential impacts on the regional circulation system to a ***less than cumulatively considerable*** contribution on the region's transportation network.

The 2040 RTP includes roadway projects designed to alleviate existing and anticipated future congestion issues and to reduce traffic hazards. For example, the 2040 RTP includes projects to widen roadways, improve intersections, and/or to add turn lanes; when warranted, installation of such improvements can substantially improve intersection safety. While the RTP includes numerous projects that will involve a design/engineering process, the project-specific designs and plans for these improvements are not available for analysis at this time. However, consistent with agency practice, all improvements will be designed to the standards and specifications of Caltrans or the appropriate implementing agency. As such, the proposed project is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. The effort by the PCTPA in preparing the 2040 RTP would reduce the potential impacts on the regional circulation system to a ***less than cumulatively considerable*** contribution on the region's transportation network.

The 2040 RTP includes transit and non-motorized transportation projects for the region, including bicycle/pedestrian projects that carry out goals of the 2040 RTP. The 2040 RTP allocates a similar proportion of funding for transit, rail, and bicycle/pedestrian projects as did the 2036 RTP. The 2040 RTP also helps to implement local policies associated with alternative modes of transportation. The effort by the PCTPA in preparing the 2040 RTP would reduce the potential impacts on the regional circulation system to a ***less than cumulatively considerable*** contribution on the region's transportation network.

Ultimate construction of the various projects identified in the RTP could result in lane or road closures, detours, open trenches on bikeway facilities or closure of bikeway facilities, and the addition of construction trucks and equipment on the surrounding roadway system. Construction within the State right-of-way would require an encroachment permit from Caltrans. Construction in Placer County and its incorporated cities would require an encroachment permit from the relevant jurisdiction. As part of obtaining an encroachment permit, a detailed traffic control plan would need to be developed that would address the methods of traffic control during construction. Although required permits would be obtained prior to construction, this impact is considered potentially significant because construction could lead to traffic delays, temporary reductions in roadway capacity and increases in traffic congestion levels, damage to property, or injury. A mitigation

measure presented in Section 3.7 Transportation and Circulation would require the preparation of a traffic control plan for all construction projects. Implementation of a traffic control plan would ensure continued emergency vehicle access during construction activities and would ensure that implementation of the proposed project would have a ***less than cumulatively considerable*** contribution on the region's transportation system.

The RTP also includes aviation projects that are intended to maintain existing operations and accommodate future growth at the public aviation facilities in the county. These projects would not result in a change in air traffic patterns; rather, implementation of the RTP is intended to safely accommodate anticipated increases in air traffic. The effort by the PCTPA in preparing the 2040 RTP is not expected to cause a substantial safety risk and implementation of the proposed project would have a ***less than cumulatively considerable*** contribution on the region's aviation transportation system.

Without the 2040 RTP improvements, the use of alternative modes of transportation including transit, bicycle, and pedestrian, would be limited. Lack of funding for transit system improvements, bicycle/pedestrian routes and facilities, and rail improvements could hamper the use of these transit modes by an increasing population. This is anticipated to result in more trips and more automobiles and trucks on the road. The conditions without the 2040 RTP improvements would also represent greater safety risks, particularly under cumulative conditions, there will be an increase of vehicles on roadways throughout the county regardless of the 2040 RTP, but safety and maintenance improvements identified in the 2040 RTP would not be implemented. Bicycle routes would not be expanded nor would railroad grade separations be constructed. The potential for adverse interactions between trains, vehicles, pedestrians, and/or bicyclists would increase without the 2040 RTP. Overall, the effort by the PCTPA in preparing the 2040 RTP is not expected to cause an adverse impact on the transportation system and implementation of the proposed project would have a ***less than cumulatively considerable*** contribution on the region's transportation system.

## 4.2 GROWTH-INDUCING EFFECTS

### INTRODUCTION

Section 15126.2(d) of the CEQA Guidelines requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

*The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth...It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.*

Based on the CEQA Guidelines, growth inducement is any growth that exceeds planned growth of an area and results in new development that would not have taken place without implementation of the project. A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project

would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand (*Napa Citizens for Honest Government v. Napa County Board of Supervisors*). Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The State CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

### **Components of Growth**

The timing, magnitude, and location of land development and population growth in a region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and non-residential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Since the general plan of a community defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

### **GROWTH EFFECTS OF THE PROJECT**

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The proposed 2040 RTP is intended to provide efficient and effective regional road, transit, rail, bicycle, pedestrian, and aviation systems that accommodates the demand for safe movement of people and goods, while reducing usage of nonrenewable energy resources for transportation purposes and achieving federal and state air quality standards.

## Population Growth

According to the California Department of Finance, the estimated total population for Placer County would increase from 363,896 persons in 2016 to 505,083 persons in 2040 (SACOG, 2019). The RTP will accommodate growth planned by Placer County and the incorporated communities.

The 2040 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans. PCTPA does not have the authority to make local land use decisions. However, PCTPA has included policy incentives for the local land use agencies to utilize Smart Growth principals in the development of new projects.

Ultimately, the county and incorporated communities are the agencies responsible for approving land development projects; the 2040 RTP identifies the anticipated transportation projects contained in individual agency's plans (General Plans, short-range Transit Plans, etc.) to be implemented, but does not provide approval of development projects. The 2040 RTP does not increase the amount of growth that could occur under the adopted and draft General Plans of the county and incorporated communities, nor does it provide infrastructure that would accommodate growth in excess of planned levels.

It is anticipated that Placer County and the incorporated communities in the county would grow at rates governed by market influences (the demand for housing as influenced by interest rates, employment rates, etc.) as regulated by adopted general plans and local regulations regardless of approval of the 2040 RTP. The 2040 RTP provides a strategy to reduce the adverse traffic and circulation effects, including demands on energy and air quality effects, of planned growth and would not directly induce growth.

## Growth Effects Associated with Infrastructure Improvements

The 2040 RTP includes proposed roadway and transportation improvements that have been designed to support the general plans of Placer County, and the incorporated Cities. The 2040 RTP does not include any provisions requiring the oversizing of infrastructure facilities to serve growth not currently planned.

The 2040 RTP also includes provisions to increase alternative modes of transportation, (transit, bicycle, and pedestrian), including increasing transit ridership at a rate that maintains pace with population growth, and thus, would not provide roadway improvements that could improve vehicle levels of service at the detriment of transit, pedestrian and bicycle uses. The physical environmental effects of the proposed roadway improvements within the county and any offsite impacts that could result from the proposed roadway improvements have been disclosed in this Draft EIR.

## Environmental Effects of Growth

As described above, the 2040 RTP is not considered to be growth-inducing. The following environmental effects could be experienced due to growth throughout the county, although this is not a direct result of the 2040 RTP:

## 4.0 OTHER CEQA-REQUIRED TOPICS

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Aesthetics – Changes to views from scenic corridors, small areas where views of scenic resources may be obstructed, removal and/or relocation of scenic resources, such as trees, and increases in daytime glare and nighttime lighting.

Agricultural and Forest Resources – Loss of important and significant farmlands, including lands under Williamson Act contract, and conflicts with agricultural activities on lands zoned or planned for agricultural uses, and conflicts with forestland lands or timberlands on lands zones or planned for forest or timber uses.

Air Quality – Increases in air pollutant emissions potentially conflicting with air quality attainment efforts under state and federal Clean Air Acts, greenhouse gas emissions, and increased potential for the exposure to toxic air contaminants.

Cultural and Tribal Resources – Loss and degradation of cultural and/or tribal resources, including prehistoric and archaeological artifacts, burial grounds, paleontologic resources, and historic resources, including structures and districts of historic significance.

Greenhouse Gases, Climate Change, and Energy – Increases in greenhouse gas emissions exceeding established standards and/or limits allowed in applicable plans and policies (i.e. Climate Action Plans, ARB Reduction Targets, etc.), and/or inefficient use of energy resources.

Land Use and Population – increased substantial population growth in an area.

Transportation and Circulation – Increased traffic volumes and delay on the region’s highways and regional roadways resulting in deficient levels of service of operation.

It is noted that these effects of growth are anticipated to occur regardless of adoption of the proposed 2040 RTP as development and other growth projects could continue to be approved and implemented by the County and incorporated communities. The 2040 RTP is largely intended to respond to deficiencies in the transportation network, which is a beneficial effect.

### 4.3 SIGNIFICANT IRREVERSIBLE EFFECTS

CEQA requires that EIRs prepared for the adoption of a plan, policy, or ordinance of a public agency must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as:

*Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.*

Implementation of the 2040 RTP could result in the conversion of undeveloped agricultural and open space land areas to transportation facilities, including roadway, transit, bicycle, pedestrian, aviation, and other transportation improvements. These improvements would constitute a long-term commitment to transportation infrastructure. It is unlikely that circumstances would arise that would justify the return of the land to its original condition.

Development of transportation infrastructure and facilities would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Renewable, nonrenewable, and limited resources that would likely be consumed as part of transportation infrastructure and facilities would include, but are not be limited to, oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials.

#### 4.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. The following significant and unavoidable impacts of the 2040 RTP are discussed in Chapter 3 (program-level) and previously in this chapter (cumulative-level). Refer to those discussions for further details and analysis of the significant and unavoidable impact identified below:

- Impact 3.2.1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract.
- Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses.
- Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change.

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## 5.1 CEQA REQUIREMENTS

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that meet most or all project objectives while reducing or avoiding one or more significant environmental effects of the project. The range of alternatives required in an EIR is governed by a “rule of reason” that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6[f]). Where a potential alternative was examined but not chosen as one of the range of alternatives, the CEQA Guidelines require that the EIR briefly discuss the reasons the alternative was dismissed.

## PROJECT OBJECTIVES

The alternatives to the proposed project selected for analysis in the EIR were developed to minimize significant environmental impacts, while fulfilling the basic objectives of the project. As described in Chapter 2.0, Project Description, the following objectives have been identified for the 2040 RTP project.

The purpose of the 2040 RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in Placer County. The 2040 RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives. The following overall goals have been identified for the 2040 RTP:

1. Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.
2. Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.
3. Improve the availability and convenience of passenger rail service.
4. Promote general and commercial aviation facilities and services that complement the regional transportation system.
5. Provide for the safe and efficient movement of goods through, within, and into Placer County.
6. Promote a safe, convenient, and efficient transportation system for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.
7. Provide an economical alternative to the single-occupant vehicle travel through the use of alternative transportation methods.

## 5.0 ALTERNATIVES

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8. Promote a transportation system that integrates all available modes and facilitates recreational travel and activities.
9. By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental benefit.
10. Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.

### ALTERNATIVES NOT SELECTED FOR FURTHER ANALYSIS

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A Notice of Preparation was circulated to the public to solicit recommendations for a reasonable range of alternatives to the proposed project. Additionally, a scoping meeting was held during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. No specific alternatives were recommended by commenting agencies or the general public during the NOP public review process.

## 5.2 ALTERNATIVES CONSIDERED IN THIS EIR

In addition to the No Project alternative, three alternatives to the proposed project were developed based on public input and the technical analysis performed to identify the environmental effects of the proposed project. Due to the nature of the proposed project, there are elements common to each of the alternatives, with each alternative having the same approach and investment associated with goods movement, aviation, energy, land use strategies, and outreach and coordination objectives. The alternatives analyzed in this EIR include the following four regional alternatives in addition to the proposed 2040 RTP project.

- Alternative 1 – No Project
- Alternative 2 – Road Emphasis
- Alternative 3 – Transit Enhancement
- Alternative 4 – Financially Unconstrained

### FINANCIALLY CONSTRAINED (PROPOSED PROJECT)

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The proposed project represents a financially-constrained approach to the 2040 RTP, focusing on a balanced transportation system that will provide regional and local mobility through programming most funding for highway and multi-modal network improvements. The proposed project only includes improvements for which funding has been identified as is intended to balance funds between the various modes of transportation. The Financially Constrained Alternative leverages Caltrans funding for the road network while also emphasizing transit and multi-modal systems and networks. The Financially Constrained Alternative would continue to support bicycle and pedestrian projects. The Financially Constrained Alternative focuses on decreasing traffic congestion and reducing air pollutant emissions through a combination of capacity and operational improvements directed at single occupancy vehicles, and investments in

the regional transit system and bike and pedestrian facilities. The RTP embodies three elements: Policy Element, Action Element, and Financial Element. These elements are described in detail in Section 2.0 Project Description along with the individual improvements and funding sources.

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## NO PROJECT ALTERNATIVE

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The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. When a project involves the revision of an existing plan, the no-project alternative should reflect continuation of the existing plan. For purposes of this analysis, the No Project Alternative is the continuation of PCTPA's adopted 2036 RTP into the future. It should be noted however that some of the dollars that are programmed for projects under the 2036 RTP will not be available until such time that there is an adopted RTP. Therefore, under this alternative the PCTPA would not be able to carry out all of the transportation projects in the current 2036 RTP.

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## ROAD EMPHASIS ALTERNATIVE

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The Road Emphasis Alternative focuses investment, and implements projects based on a road emphasis that are included in the Financially Constrained (Tier 1 RTP projects), and would require shifting funds from the Financially Unconstrained Alternative to fund roadway improvements, operation, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not programmed at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available under this alternative.

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## TRANSIT ENHANCEMENT ALTERNATIVE

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The Transit Enhancement Alternative focuses investment into transit modes, while also funding the locally-funded transportation improvements included in the Financially Constrained Alternative. This alternative would require shifting funds from the Financially Unconstrained Alternative to fund transit capital, operational, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not programmed at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available. It should also be noted that the increase in transit service under this alternative would not result in a proportionate increase in ridership, particularly in the smaller communities and more rural areas. Under this alternative, the following would occur:

- Funding for long-term unconstrained regional roadway improvements would be shifted to transit projects.
- Transit service would be increased both locally (incorporated cities), regionally (rural unincorporated communities), and inter-regionally (between Placer County and adjacent counties).
- Funding would be provided for increases in the transit fleet to accommodate the increase in transit service.
- Funding would be provided for transit maintenance/refueling/management facilities in order to accommodate increases in the transit fleet.

## 5.0 ALTERNATIVES

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- Funding would be provided for the construction of park and ride lots to accommodate demand from the increased regional and commuter transit service.

### FINANCIALLY UNCONSTRAINED ALTERNATIVE

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The Financially Unconstrained Alternative includes all of the individual projects identified under the Financially Constrained Alternative (discussed above and in Section 2.0 Project Description) plus numerous additional projects that are needed but not yet funded over the planning horizon. Under this alternative, total spending would need to increase by approximately \$855 million dollars (in 2018 dollars) (PCTPA, 2019). This alternative includes all projects without regard to whether or not they can be funded. These elements are described in detail in Section 2.0 Project Description along with the individual improvements.

### 5.3 ENVIRONMENTAL ANALYSIS

The alternatives analysis provides a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, Table 5.4-1 summarizes the comparative effects of each alternative, and compared to the proposed project (financially constrained).

### NO PROJECT ALTERNATIVE

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#### **Aesthetics**

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the potential for visual impacts as there would be less roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have the least impact effect on aesthetics in comparison to the other alternatives and is considered superior to the other alternatives.

#### **Agricultural and Forest Resources**

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of farmland and forest land converted to non-agricultural uses as there would be fewer roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have the least impact effect on important and significant farmlands in comparison to the other alternatives and is considered superior to the other alternatives.

#### **Air Quality**

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of construction-related emissions. This alternative would have less of an adverse effect on short term air quality impacts, but a greater effect on long-term operational air quality impacts. For instance, there would be greater congestion and fewer vehicles able to get through the roadway system efficiently under the No Project Alternative compared with the other alternatives, which would make the delays higher

than the other alternatives, thereby increasing motor vehicle emissions. The increase in congestion could create CO hot spots that would not otherwise exist. Additionally, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT and emissions. Emissions generated under the No Project alternative would be greater when compared to the other alternatives. Therefore, this alternative is considered inferior to all other alternatives.

### **Cultural and Tribal Resources**

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. This alternative would have a reduced effect on cultural resources in comparison to the other alternatives and is considered superior to the other alternatives.

### **Greenhouse Gases, Climate Change and Energy**

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of construction-related emissions. This alternative would have less of an adverse effect on short term air quality impacts, but a greater effect on long-term operational air quality impacts. For instance, there would be greater congestion and fewer vehicles able to get through the roadway system efficiently under the No Project Alternative compared with the other alternatives, which would make the delays higher than the other alternatives, thereby increasing motor vehicle energy consumption and thereby GHGs. Additionally, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT and emissions. Emissions generated under the No Project alternative would be greater when compared to the other alternatives. Therefore, this alternative is considered inferior to all other alternatives.

### **Land Use and Population**

The No Project Alternative would not reflect changes in land uses that have been approved since the previous RTP was adopted and it would also not be consistent with planning efforts that are currently underway, including general plan updates. As such, the No Project Alternative may result in conflicts with land uses and result in an infrastructure system not consistent with current growth and population projections for the county and its communities. Therefore, this alternative would have a worse effect on land use and population than the other alternatives and is considered inferior to the other alternatives.

### **Transportation and Circulation**

The No Project Alternative would be expected to result in an increase in congestion and over-utilization of roadways through 2040 planning horizon because many of the improvement projects that would be carried out under the Financially Constrained, Financially Unconstrained, Road Emphasis, and Transit Enhancement alternatives would not be carried out. The

improvements under these alternatives would be expected to either maintain or improve roadway congestion conditions when compared with the No Project Alternative. While traffic conditions would worsen compared with existing conditions, this is largely due to the projected increase in development. Overall, the No Project Alternative is inferior to the other alternatives.

### ROAD EMPHASIS ALTERNATIVE

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#### **Aesthetics**

The Road Emphasis Alternative would result in the construction of highway and roadway projects above and beyond those planned for in the Financially Constrained Alternative, and would create the greatest potential for adverse impacts on aesthetics compared to the other alternatives. This alternative would increase the potential for loss or degradation of scenic views and resources, change in visual character, and increased light and glare. This alternative would have a worse effect compared to the other alternatives, except for the Financially Unconstrained Alternative which it is equal to. The Road Emphasis Alternative is considered inferior to the No Project, Financially Constrained, and Transit Enhancement alternatives.

#### **Agricultural and Forest Resources**

The Road Emphasis Alternative would implement more highway and roadway projects than the other alternatives, except for the Financially Unconstrained alternative, and would increase the amount of farmland and forest land converted to non-agricultural uses as there would be more roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have a worse effect on important and significant farmlands and forest land in comparison to the other alternatives (except for the Financially Unconstrained Alternative) and is considered inferior to the other alternatives (except for the Financially Unconstrained Alternative).

#### **Air Quality**

The Road Emphasis Alternative would implement more highway and roadway projects than the other alternatives, and would increase the amount of construction-related emissions. This alternative would have an increased adverse effect on short term air quality impacts, but a reduced effect on long-term operational air quality impacts due to reductions in traffic congestion. Delays would be reduced under this alternative compared to the other alternatives. However, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT and emissions. Therefore, overall emissions generated under the Road Emphasis alternative would be greater when compared to the other alternatives, except for the No Project Alternative. Therefore, this alternative is considered inferior to all other alternatives, except for the No Project Alternative.

#### **Cultural and Tribal Resources**

The Road Emphasis Alternative would result in the construction of additional improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the

increase in grading and other land disturbance associated with roadway and transportation infrastructure projects. This alternative would have a worse effect compared to the No Project alternative, the Transit Enhancement Alternative, and the Financially Constrained Alternative, but would have a better effect compared with the Financially Unconstrained Alternative. Therefore, this alternative is inferior to the No Project and Financially Constrained, and Transit Enhancement alternatives, and superior to the Financially Unconstrained Alternative.

### **Greenhouse Gases, Climate Change and Energy**

The Road Emphasis Alternative would implement more highway and roadway projects than the other alternatives, and would increase the amount of construction-related emissions. This alternative would have an increased adverse effect on short term air quality impacts, but a reduced effect on long-term operational air quality impacts due to reductions in traffic congestion. Delays would be reduced under this alternative compared to the other alternatives. However, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT, energy consumption, and GHG emissions. Therefore, overall energy consumption and GHG emissions generated under the Road Emphasis alternative would be greater when compared to the other alternatives, except for the No Project Alternative. Therefore, this alternative is considered inferior to all other alternatives, except for the No Project Alternative.

### **Land Use and Population**

The Road Emphasis Alternative would result in the construction of more transportation improvement projects when compared to the other alternatives. These improvements could result in growth inducing impacts if they are developed above and beyond their capacity warrants. Therefore, while this alternative is considered superior to the No Project Alternative, and equal to the Transit Enhancement Alternative, this alternative is inferior to the Financially Unconstrained and Financially Constrained alternatives with regard to land use and population.

### **Transportation and Circulation**

The Road Emphasis Alternative would be expected to result in a reduction in congestion, but an over-utilization of roadways through 2040 planning horizon. The improvements under this alternative would be expected to either maintain or improve roadway congestion conditions when compared with the other alternatives. Overall, the Road Emphasis Alternative is superior to the other alternatives, except for the Financially Unconstrained Alternative.

## **TRANSIT ENHANCEMENT ALTERNATIVE**

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### **Aesthetics**

The Transit Enhancement Alternative would result in significant new investments in transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities in addition to the projects under the Financially Constrained Alternative. This alternative would result in less physical development compared to the Financially Unconstrained and Road

Emphasis alternatives because many of Tier I and Tier II capacity increasing traffic projects would not occur. This project would, however, have significantly more physical development when compared to the No Project alternative. This alternative would be inferior to the No Project alternative, roughly equal to the Financially Constrained, and superior to the Financially Unconstrained and Road Emphasis alternative.

### **Agricultural and Forest Resources**

The Transit Enhancement Alternative would result in the construction of new improvement projects resulting in the impacts to agricultural and forest lands. This alternative would result in less physical development compared to the Financially Unconstrained and Road Emphasis alternatives, while it would have significantly more physical development when compared to the No Project alternative. This alternative would be inferior to the No Project alternative, equal to the Financially Constrained alternative, and superior to the Financially Unconstrained and Road Emphasis alternatives.

### **Air Quality**

The Transit Enhancement Alternative would implement more transit improvements than the other alternatives. This alternative would have a reduced effect on long-term operational air quality impacts due to the use of more efficient modes of transportation. Alternative transit improvements, such as those that would be built under the this alternative, have the potential to lower VMT and emissions. However, this alternative would not generate reductions in motor vehicle traffic congestion as effectively as the Financially Constrained Alternative, due to less funding for road improvement projects. Therefore, overall emissions generated under the Transit Enhancement Alternative would be less when compared to the other alternatives, except for the Financially Constrained Alternative, which it is considered equal to. Therefore, this alternative is considered superior to all other alternatives, except for the Financially Constrained Alternative, which it is considered equal to.

### **Cultural and Tribal Resources**

The Transit Enhancement Alternative would result in the construction of additional transit improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with alternative transit infrastructure projects. This alternative would have a worse effect compared to the No Project alternative but would have a better effect compared with the other alternatives. Therefore, this alternative is superior to all of the alternatives except for the No Project alternatives.

### **Greenhouse Gases, Climate Change and Energy**

The Transit Enhancement Alternative would implement more transit improvements than the other alternatives. This alternative would have a reduced effect on long-term operational air quality impacts due to the use of more efficient modes of transportation. Alternative transit improvements, such as those that would be built under the this alternative, have the potential to lower VMT, energy consumption, and GHG emissions. However, this alternative would not generate reductions in motor vehicle traffic congestion as effectively as the Financially



Constrained Alternative, due to less funding for road improvement projects. Therefore, overall emissions generated under the Transit Enhancement Alternative would be less when compared to the other alternatives, except for the Financially Constrained Alternative, which it is considered equal to. Therefore, this alternative is considered superior to all other alternatives, except for the Financially Constrained Alternative, which it is considered equal to.

### **Land Use and Population**

The Transit Enhancement Alternative would result in the construction of new investments in transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities in, when compared to the other alternatives. These improvements would not accommodate for planned growth as well as the Financially Constrained and Financially Unconstrained alternatives. Therefore, while this alternative is considered superior to the No Project Alternative, and equal to the Road Emphasis Alternative, this alternative is inferior to the Financially Unconstrained and Financially Constrained alternatives with regard to land use and population.

### **Transportation and Circulation**

The Transit Enhancement Alternative is intended to reduce miles traveled by shifting some trips to transit. Under this alternative, additional transit improvement projects would be expected to reduce trips and miles traveled for some travelers that would use transit if more convenient and readily available; however, additional congestion would occur under this alternative because roadway infrastructure that is needed would not be developed and additional transit available would not be expected to significantly change the travel characteristics and infrastructure needs for the region. Overall, this alternative is inferior to the Financially Constrained, Financially Unconstrained, and Road Emphasis alternatives, and superior to the No Project with regard to traffic.

## **FINANCIALLY UNCONSTRAINED ALTERNATIVE**

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### **Aesthetics**

The Financially Unconstrained Alternative would result in the construction of additional improvement projects when compared to the Financially Constrained Alternative. This alternative would increase the potential for loss or degradation of scenic views and resources, change in visual character, and increased light and glare. This alternative would be inferior to the No Project, Financially Constrained, and Transit Enhancement alternatives, and equal to the Road Emphasis, alternative.

### **Agricultural and Forest Resources**

The Financially Unconstrained Alternative would result in the construction of new improvement projects resulting in the impacts to agricultural and forest lands. This alternative would result in more physical development compared to the other alternatives. This alternative would be inferior to the other alternatives.

### **Air Quality**

The Financially Unconstrained Alternative would result in more construction-related emissions than other alternatives as a result of more physical development. This alternative would result in less congestion and a more robust roadway system compared to other alternatives. VMT would be expected to be greater than the other alternatives, while the congestion may be less than the other alternatives. Reduced traffic congestion would result in less potential for CO Hotspots. This alternative is superior to the Road Emphasis and No Project Alternative in regards to air quality and is inferior to the Financially Constrained and Transit Enhancement alternatives.

### **Cultural and Tribal Resources**

The Financially Unconstrained Alternative would result in the construction of additional improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with roadway and transportation infrastructure projects associated with this alternative. This alternative would have a worse effect compared to the other alternatives. Therefore, this alternative is inferior to the other alternatives.

### **Greenhouse Gases, Climate Change and Energy**

The Financially Unconstrained Alternative would result in more construction-related emissions than other alternatives as a result of more physical development. This alternative would result in less congestion and a more robust roadway system compared to other alternatives. VMT would be expected to be greater than the other alternatives, while the congestion may be less than the other alternatives. In regards to air energy consumption and GHGs, this alternative is considered superior to the Road Emphasis Alternative and the No Project Alternative, and is considered inferior to the Financially Constrained Alternative and the Transit Enhancement Alternative.

### **Land Use and Population**

The Financially Unconstrained Alternative would result in the construction of additional transportation improvement projects when compared to all other alternatives excluding Road Emphasis. These improvements are designed to facilitate growth consistent with the General Plans and planning activities of the county and incorporated communities. This alternative would implement planned roadway improvements. The other alternatives would not result in the development of needed capacity improvements that would facilitate implementation of the general plan. This alternative is superior to the other alternative with regard to land use and planning.

### **Transportation and Circulation**

The Financially Unconstrained Alternative would reduce impacts to roadway congestion in comparison to the other alternatives. This alternative would result in increased traffic safety in comparison to the other alternatives. Due to the combination of enhanced roadway capacity projects and transit improvements, congestion under this alternative would be expected to decrease in comparison to the other alternatives. This alternative would allow for more

improvement projects that are needed to maintain acceptable congestion levels. Overall, this alternative is superior to the other alternatives.

### 5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

Table 5.4-1 provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. As shown in Table 5.4-1 below, the Financially Constrained Alternative (i.e. the proposed project) has the lowest overall impact (score of 14) and is deemed the environmentally superior alternatives because it provides the greatest reduction of potential impacts in comparison to the other alternatives.

The Transit Enhancement Alternative ranks second with a score of 15, the Financially Unconstrained Alternative ranks third with a score of 18, the No Project alternative ranks fourth with a score of 20, and the Road Emphasis Alternative ranks last with a score of 21.

**TABLE 5.4-1: COMPARISON SUMMARY OF ALTERNATIVES**

<i>ENVIRONMENTAL ISSUE</i>	<i>FINANCIALLY UNCONSTRAINED</i>	<i>NO PROJECT</i>	<i>FINANCIALLY CONSTRAINED (PROPOSED PROJECT)</i>	<i>ROAD EMPHASIS</i>	<i>TRANSIT ENHANCEMENT</i>
Aesthetics	3 (Worst - Equal)	1 (Best)	2 (Better - Equal)	3 (Worst - Equal)	2 (Better - Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on aesthetics. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to degrade scenic views, remove scenic resources, change visual character, and result in increased light and glare would be less under the No Project Alternative when compared to the other alternatives.				
Agricultural and Forest Resources	4 (Worst)	1 (Best)	2 (Better - Equal)	3 (Worse)	2 (Better - Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on agricultural and forest resources. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to convert agricultural and forest lands to non-agricultural and non-forest uses as well as the potential for conflicts with agricultural lands would be less under the No Project Alternative when compared to the other alternatives.				
Air Quality	2 (Medium)	4 (Worst)	1 (Best - Equal)	3 (Worse)	1 (Best - Equal)
	The Financially Constrained Alternative and Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts on air quality. As roadway infrastructure improvement projects would increase to alleviate traffic congestion and transit service and bike/pedestrian use would increase under these alternatives, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle related air quality emissions.				

## 5.0 ALTERNATIVES

Cultural and Tribal Resources	5 (Worst)	1 (Best)	3 (Medium)	4 (Worse)	2 (Better)
	The No Project Alternative would result in the lowest potential for adverse impacts on cultural resources. As roadway infrastructure improvement projects would decrease under this alternative, there would be fewer construction and infrastructure development projects that would have the potential to degrade or destroy cultural resources, including archaeological, paleontological, historic, and human remains, under the No Project Alternative when compared to the other alternatives.				
Greenhouse Gases, Climate Change and Energy	2 (Medium)	4 (Worst)	1 (Best - Equal)	3 (Worse)	1 (Best - Equal)
	The Financially Constrained Alternative and the Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts from Greenhouse Gases, Climate Change, and Energy. As transportation infrastructure improvement projects would increase to alleviate traffic congestion deficiencies and transit service and bike/pedestrian use would increase under this alternative, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle-related energy usage and greenhouse gas emissions.				
Land Use and Population	1 (Best)	4 (Worst)	2 (Better)	3 (Medium - Equal)	3 (Medium - Equal)
	The Financially Unconstrained Alternative would result in the lowest potential for adverse impacts associated with land use and population because this alternative is most consistent with the needs of the local General Plans, specifically including the Land Use and Circulation Elements. This alternative would be the most consistent with land use planning activities in the county and its jurisdictions as this alternative would implement the transportation projects necessary to serve planned development as well as provide transportation services at adequate levels. Therefore, the Financially Unconstrained Alternative would have less of an impact on land use and population than other alternatives.				
Transportation and Circulation	1 (Best)	5 (Worst)	3 (Medium)	2 (Better)	4 (Worse)
	The Financially Unconstrained Alternative would reduce impacts associated with congestion and roadway safety in comparison to the other alternatives. Due to the combination of enhanced roadway capacity projects and transit improvements, congestion under this alternative would be expected to decrease in comparison to the other alternatives. This alternative would allow for more improvement projects that are needed to maintain acceptable congestion levels.				
Summary	18 (Medium)	20 (Worse)	14 (Best)	21 (Worst)	15 (Better)

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NOP AND NOP COMMENTS

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# INITIAL STUDY AND NOTICE OF PREPARATION

FOR THE

## 2040 PLACER COUNTY REGIONAL TRANSPORTATION PLAN

JUNE 6, 2019

*Prepared for:*

Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4032

*Prepared by:*

De Novo Planning Group  
1020 Suncast Lane, Suite 106  
El Dorado Hills CA 95762  
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

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A Land Use Planning, Design, and Environmental Firm





# INITIAL STUDY AND NOTICE OF PREPARATION

FOR THE

## 2040 PLACER COUNTY REGIONAL TRANSPORTATION PLAN

JUNE 6, 2019

*Prepared for:*

Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4030

*Prepared by:*

De Novo Planning Group  
1020 Suncast Lane, Suite 106  
El Dorado Hills CA 95762  
(916) 580-9818





## NOTICE OF PREPARATION

TO:	FROM:	EIR Consultant:
State Clearinghouse	Placer County Transportation Planning	Steve McMurtry, Principal Planner
State Responsible Agencies	Agency	De Novo Planning Group
State Trustee Agencies	Aaron Hoyt, Associate Planner	1020 Suncastr Lane, Suite 106
Other Public Agencies	299 Nevada St.	El Dorado Hills, Ca 95762
Interested Organizations	Auburn, CA 95603	
	(530) 823-4032	

**SUBJECT:** Notice of Preparation – 2040 Placer County Regional Transportation Plan

Placer County Transportation Planning Agency (PCTPA) is in the process of updating the Placer County Regional Transportation Plan (RTP) and has determined that the update is subject to the California Environmental Quality Act (CEQA). CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project that may have a significant impact on the environment. The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. The PCTPA intends to prepare a Program EIR pursuant to CEQA Guidelines Section 15168. The programmatic analysis considers the broad environmental effects of the RTP as a whole. The programmatic approach is appropriate for the proposed project because it allows comprehensive consideration of the reasonably anticipated scope of the RTP; however, not all aspects of the future improvement projects are known at this stage in the planning process to enable more detailed analysis. Individual improvement projects that require further discretionary approvals when their project details become available will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

An Initial Study has been prepared for the project and is attached to this Notice of Preparation (NOP), and can be found at the PCTPA website at: <http://pctpa.net/rtp2040/>. The Initial Study lists those issues that will require detailed analysis that will need to be prepared as part of the EIR. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state if your agency will be a responsible or trustee agency for the project and list the permits or approvals from your agency that will be required for the project and its future actions;

2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the PCTPA to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments;

Due to the time limits mandated by State law, your response must be sent and received by the PCTPA by the following deadlines:

- For responsible agencies, not later than 30 days after receive this notice,
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30-day review period ends on July 6, 2019.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make. A responsible agency, trustee agency, or other public agency may request a meeting with the PCTPA or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. One public scoping meeting will be held during the public review period at the PCTPA Office on June 26, 2019 at 6:00 pm.

Please send your response to Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, CA 95603. If you have any questions, please contact Aaron Hoyt, Senior Planner (530) 823-4032.

---

Signature

Date

## TABLE OF CONTENTS

Initial Study Checklist .....	3
Project Title.....	3
Lead Agency Name and Address .....	3
Contact Person and Phone Number .....	3
Project Sponsor’s Name and Address.....	3
Project Location and Setting .....	3
General Plan and Zoning Designations .....	4
Purpose and Need.....	4
Project Description .....	5
Other Public Agencies whose Approval is Required (e.g. Permits, Financing Approval, or Participation Agreement).....	6
Environmental Factors Potentially Affected .....	7
Determination.....	7
Evaluation Instructions .....	8
Evaluation of Environmental Impacts .....	9
Environmental Checklist.....	10
I. AESTHETICS.....	10
II. AGRICULTURE AND FORESTRY RESOURCES .....	11
III. AIR QUALITY.....	12
IV. BIOLOGICAL RESOURCES .....	13
V. CULTURAL RESOURCES .....	24
VI. ENERGY.....	25
VII. GEOLOGY AND SOILS .....	26
VIII. GREENHOUSE GAS EMISSIONS.....	32
IX. HAZARDS AND HAZARDOUS MATERIALS.....	33
X. HYDROLOGY AND WATER QUALITY.....	39
XI. LAND USE AND PLANNING.....	52
XII. MINERAL RESOURCES .....	53
XIII. NOISE .....	54
XIV. POPULATION AND HOUSING .....	59
XV. PUBLIC SERVICES.....	60
XVI. RECREATION.....	61
XVII. TRANSPORTATION.....	62
XVIII. TRIBAL CULTURAL RESOURCES .....	63
XIX. UTILITIES AND SERVICE SYSTEMS.....	64
XX. WILDFIRE.....	69
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.....	71
References .....	72

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## INITIAL STUDY CHECKLIST

### **PROJECT TITLE**

2040 Placer County Regional Transportation Plan

### **LEAD AGENCY NAME AND ADDRESS**

Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4032

### **CONTACT PERSON AND PHONE NUMBER**

Aaron Hoyt, Senior Planner  
Placer County Transportation Planning Agency  
(530) 823-4032

### **PROJECT SPONSOR'S NAME AND ADDRESS**

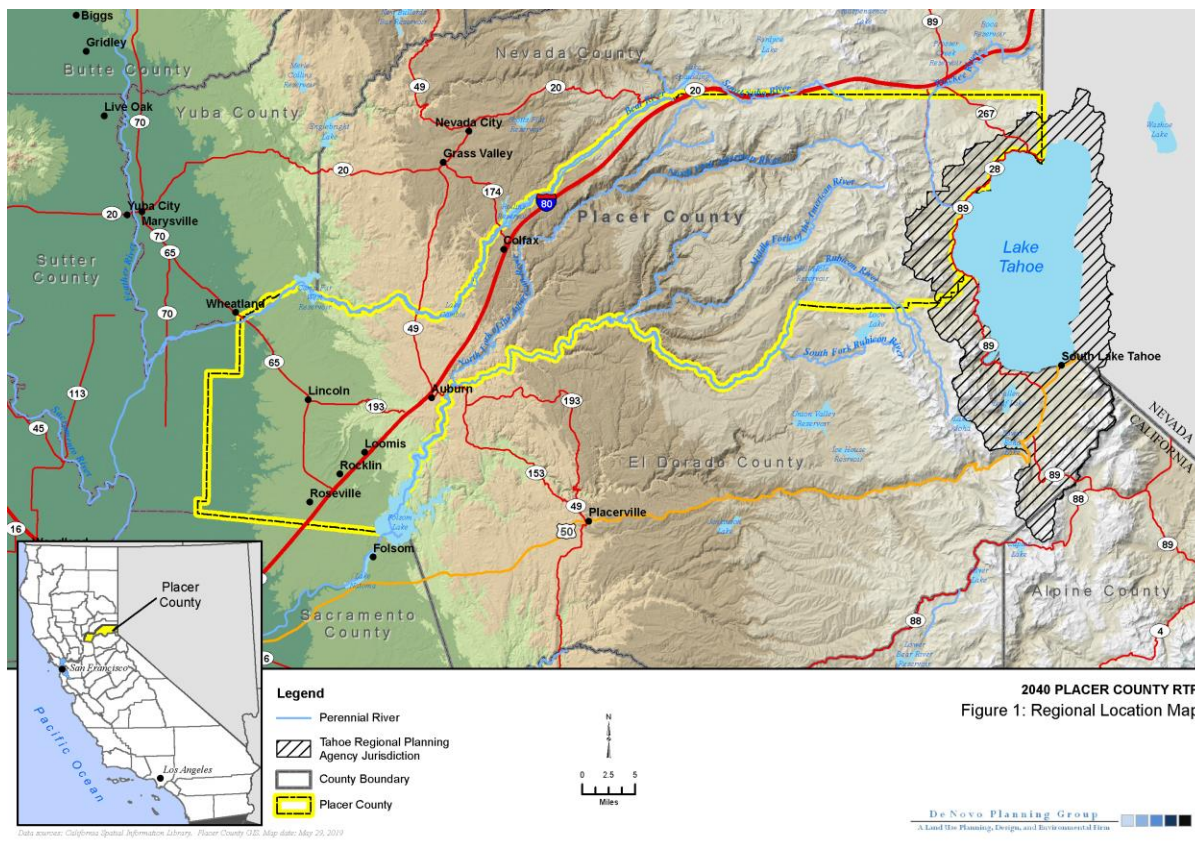
Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4032

### **PROJECT LOCATION AND SETTING**

Placer County lies adjacent to Sacramento County, and extends east from the Sacramento region to the Sierra Nevada range. Placer County is part of California's historic Gold Country region, which was first settled by non-Native Americans during the early 1850's Gold Rush era. Many of the Region's roadways were laid out by these early miners and settlers. At approximately 1,502 square miles in size, Placer County is a medium size county in California, and contains a wide geographic range. Figure 1 shows the project regional location.

The county's elevation ranges from a low of 160 feet in the county's flatlands to a high of nearly 9,500 feet in mountainous peaks of the Sierra Nevada near its eastern boundary. Geographically, the county can be divided into three physiographic divisions. The lowest elevation area in the western portion of the county is primarily developed suburban residential area, within and adjacent to the cities of Roseville, Rocklin, and Lincoln. This area contains most of the county's population, and is situated in the Sacramento region. Large portions of this low elevation area are also used for agricultural cultivation. Moving eastward, the second division includes the foothills region of the county, which are typified by rolling hills with extensive rangelands and oak woodlands. The Town of Loomis and City of Auburn are located in the foothill region. The third division, which includes the highest elevation areas in the eastern portion of the county, is largely typified by a forested landscape that is bisected with steep canyons and sweeping ridge tops. This region, within the Sierra Nevada, includes the City of Colfax and several small, unincorporated communities, such as Weimar, Gold Run, Alta, Emigrant Gap, and Soda Springs, as well as large tracks of rural-residential housing that are dispersed throughout the area. Areas in the Sierra Nevada outside of rural-residential ownership are predominately comprised of

public and private forest lands that are typically managed for timber production or for watershed and recreational values.



## GENERAL PLAN AND ZONING DESIGNATIONS

The 2040 Placer County Regional Transportation Plan (RTP) is a regional planning effort developed by the Placer County Transportation Planning Agency (PCTPA) that covers all of Placer County, except for Placer County area within the Lake Tahoe Basin. The Lake Tahoe Basin area is served by the Tahoe Regional Planning Agency (TRPA), as shown in Figure 1. Therefore, the General Plan land use and zoning designations for the areas affected by the 2040 Placer County RTP are inclusive of the PCTPA Planning Area — meaning that the land that would be affected by implementation of the RTP will include any and all General Plan land use and zoning designations that are established by the local land use authorities that are within the PCTPA Planning Area (planning area).

## PURPOSE AND NEED

State law requires that the RTP be updated and submitted to the California Transportation Commission (CTC) every five years. The purpose of the RTP is to identify the Region’s short-term and long-range transportation needs and to establish policies, programs, and projects designed to meet those needs. Transportation improvement projects that are included in the RTP and are prioritized for funding through the Regional Transportation Improvement Program (RTIP) are then submitted to the CTC for programming every two years as part of the State Transportation Improvement Program (STIP). Projects that are proposed for funding through other sources, such as state or federal competitive grant programs are submitted according to the requirements

of individual programs. In either case, improvement projects proposed for funding must typically be identified through either a local or regional transportation planning process, such as the RTP.

The RTP needs to be updated in order to demonstrate the progress made toward implementing the currently adopted RTP (2036 RTP), to reflect any changing conditions, and to determine if changes are warranted to the PCTPA's policies, programs, and projects for the next 20 years. Lastly, the 2036 RTP needs to be updated to maintain compliance with the CTC's 2017 Regional Transportation Plan Guidelines.

The 2040 RTP Update is consistent with all relevant state and federal transportation planning requirements. Consistency with these requirements is summarized in Caltrans' Regional Transportation Plan Checklist, which is included in an Appendix to the RTP. The RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP). SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and is also the federally designated Metropolitan Planning Organization (MPO) for the six-county region including Placer and El Dorado. As an RTPA and MPO, SACOG updates the MTP every four years to satisfy their federal planning responsibilities for the six-county region and state requirement to develop a Sustainable Communities Strategy (SCS) pursuant to Senate Bill 375.

## PROJECT DESCRIPTION

***Background:*** PCTPA prepared the 2036 RTP, an update to the 2035 RTP, in 2016. An EIR for the 2036 RTP was released to the public and responsible agencies on November 3, 2015 and the Final EIR for the 2036 RTP was released on February 8, 2016. The Final 2036 RTP was released on February 12, 2016.

The 2040 RTP update for Placer County (the proposed project) will align the transportation project list with that of the SACOG 2020 MTP/SCS anticipated for release in fall 2019. PCTPA is coordinating closely with SACOG on the development of demographics, transportation project lists, and revenue forecasts due to the comparable timelines.

***2040 RTP:*** The proposed project is the adoption and implementation of the 2040 Placer County Regional Transportation Plan (RTP). The RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and regional improvement strategy that will be used to implement the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies/quantifies regional needs expressed within both short/long range horizons; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies short- and long-term actions needed to achieve the RTP's objectives and implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element.

The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the fiscally constrained transportation investments described in the Action Element. It includes regionally significant multimodal projects that currently have funding



in place or that are projected to have funding in the future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained). It also identifies potential funding shortfalls and sources for the unconstrained project list.

**Program EIR:** The California Environmental Quality Act (CEQA) Guidelines requires that a Program Environmental Impact Report (PEIR) must be prepared for a plan which is “reasonably expected to result in potentially significant environmental effects, if implemented”. Accordingly, a PEIR will be prepared and certified for the 2040 RTP.

### **OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G. PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT)**

PCTPA will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. The Initial Study and Notice of Preparation will be circulated for agency and public review for 30 days, pursuant to CEQA Guidelines, Section 15073(d).

No specific permits are required by any other responsible or trustee agencies to approve the proposed project. However, there are numerous permits and approvals that may be required to implement the improvements identified in the RTP. The following additional agency approvals apply to the proposed project: County of Placer, City of Auburn, City of Roseville, City of Rocklin, City of Lincoln, City of Colfax, Town of Loomis, and California Department of Transportation (Caltrans).

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

X	Aesthetics	X	Agriculture and Forestry Resources	X	Air Quality
	Biological Resources	X	Cultural Resources	X	Energy
	Geology and Soils	X	Greenhouse Gases		Hazards and Hazardous Materials
	Hydrology and Water Quality	X	Land Use and Planning		Mineral Resources
	Noise	X	Population and Housing		Public Services
	Recreation	X	Transportation	X	Tribal Cultural Resources
	Utilities and Service Systems		Wildfire	X	Mandatory Findings of Significance

## DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

6/6/19

## EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

## EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the project.

## ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

### I. AESTHETICS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

#### *Responses to Checklist Questions*

**Responses a), b), c), d):** It has been determined that the potential impacts on aesthetics caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on aesthetics. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

**II. AGRICULTURE AND FORESTRY RESOURCES**

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	X			
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?	X			
d) Result in the loss of forest land or conversion of forest land to non-forest use?	X			
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	X			

*Responses to Checklist Questions*

**Responses a), b), c), d), e):** It has been determined that the potential impacts on agriculture and forestry resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the five environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on agriculture and forestry resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

*III. AIR QUALITY*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	X			

*Responses to Checklist Questions*

**Responses a), b), c), d):** It has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

**IV. BIOLOGICAL RESOURCES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

**Background**

Placer County extends from the Nevada State line across the Sierra Nevada, through the Sierra Nevada foothills and into the southern portion of the Sacramento Valley. The topography of Placer County varies greatly, ranging from flat areas and rolling grassland in the west to foothills in the central area and rugged mountain terrain in the eastern portions of the county. The county’s topographical features range from the alpine habitat of the Sierra Nevada to the grasslands of the valley floor, and consequently the flora and fauna found within the county is extremely diverse.

The major western Placer County watersheds include Dry Creek, Pleasant Grove Creek, and Auburn Ravine and surrounding tributaries. The Dry Creek watershed comprises about 116 square miles in Placer and Sacramento Counties. Its headwaters are located in the upper portions of the Loomis Basin, draining the I-80 corridor from Newcastle and Penryn to Granite Bay, Roseville, and parts of Orangevale and Sacramento County. Dry Creek flows through Rio Linda before emptying into the Northeast Main Drain Canal/Steelhead Creek. Pleasant Grove Creek generally drains the watershed between Dry Creek and Auburn Ravine. Its headwaters are just north of Penryn Ridge, flowing through Rocklin and Roseville and then through unincorporated



Placer County west of Roseville into the Pleasant Grove Creek Canal in Sutter County. The Auburn Ravine watershed begins in the City of Auburn and drains much of the western Placer foothills and the City of Lincoln. Auburn Ravine then flows west through Placer County, to the Eastside Canal and Sacramento River in Sutter County.

The County consists of a mosaic of agricultural and urban environments that have been drastically altered from their native state by human activities, as well as native habitat types that are largely undisturbed. Aquatic habitat types remaining in the County are represented by lakes, streams, rivers, and wetlands, and this aquatic environment supports a rich fishery. Climatic and physiographic differences distinguish the various terrestrial and aquatic communities. Unique biological resources are contained within each of these habitats. In addition to providing habitat for resident wildlife and plant species, this region also functions as an important dispersal corridor for wildlife and a vital link in the migratory pathway of the Pacific Flyway.

### **Regional Habitat**

The California Wildlife Habitat Relationship (CWHR) habitat classification scheme has been developed to support the CWHR System, a wildlife information system and predictive model for California's regularly-occurring birds, mammals, reptiles and amphibians. When first published in 1988, the classification scheme had 53 habitats. At present, there are 59 wildlife habitats in the CWHR System: 27 tree, 12 shrub, 6 herbaceous, 4 aquatic, 8 agricultural, 1 developed, and 1 non-vegetated.

Habitat within Placer County can be grouped within the following categories: herbaceous, shrub, mixed conifer and hardwood forest/woodland, hardwood forest/woodland, conifer forest/woodland, and sparsely vegetated (urban, agricultural, aquatic). See Figure 2, which shows the land cover types within Placer County. Habitat in Placer County can be further classified as follows: Alfalfa, annual grassland, barren (rock outcrops, cliffs), blue oak woodland, disturbed lands, eucalyptus woodland, foothill chaparral, fresh emergent wetland, interior live oak woodland, irrigated pasture, lacustrine, landscape and golf course ponds, mixed oak woodland, oak woodland savanna, oak-foothill pine woodland, orchard, pasture, rice, riverine, row crop, rural residential, rural residential forested, seasonal wetland, spring and seep, stock pond, unidentified cropland, urban golf courses, urban parks, urban riparian, urban wetland, urban woodland, urban/suburban, valley foothill riparian, valley oak woodland, vernal pool grassland complex, and vineyard.

### **Salmon and Steelhead Trout Fisheries**

Salmon and steelhead trout are anadromous fish species that are present in the Bay Delta and San Joaquin and Sacramento River Basins. Anadromous fish are born in freshwater rivers and streams, and then migrate to the Pacific Ocean to grow and mature before returning to their place of origin to spawn. The San Joaquin and Sacramento River system produces most of the Chinook salmon (*Oncorhynchus tshawytscha*) and a large percentage of the steelhead trout (*Oncorhynchus mykiss*) in California.

Anadromous fish resources once flourished naturally in the San Joaquin and Sacramento River system, but as a result of habitat destruction from water storage/diversion projects, mining, sedimentation, and bank degradation, they are protected species under the Endangered Species Act. The San Joaquin and Sacramento River system has historically supported steelhead trout and four distinct spawning runs of Chinook salmon: fall, late fall, winter, and spring. The salmon runs have declined since the late 1800s and are now characterized as episodic. The Central Valley steelhead was federally listed as threatened in 2003. The fall/late fall-run salmon is a federal and

state species of concern, and a candidate species for federal listing. The spring-run Chinook salmon population is listed as threatened by both federal and state agencies. Winter-run Chinook salmon population is listed as a federally and state endangered species. Populations of Central Valley Steelhead and Chinook salmon are supported by hatcheries within the San Joaquin and Sacramento River Basin, but they also reproduce naturally in some tributaries including areas within Placer County.

Water remaining behind the dams by the start of the spawning run in October is often warmed by summer heat. Warm water and low water elevation are harmful to most coldwater anadromous fish species. Riparian vegetation is critical for the maintenance of high-quality fish habitat. It provides cover, controls temperature, stabilizes stream banks, provides food, and buffers streams from erosion and impacts of adjacent land uses. Riparian vegetation also affects stream depth, current velocity, and substrate composition. The decline of riparian communities in California is a factor contributing to the loss of high-quality fish habitat.

### **Special Status Species**

The California Natural Diversity Data Base (CNDDDB) search identified several documented special-status species within the County. All species are presumed present at any given time throughout their habitat range. Some species require localized micro-habitats, while others are highly mobile and may occur throughout the County. Many of the documented special-status species may be directly or indirectly affected by RTP projects within the planning area if the improvements are to encroach on the species' habitat, or movement corridors.

**Wildlife.** There are 57 special-status wildlife species that have the potential to occur in the project area. Of these 57 species, 17 species are federally or state listed as endangered, threatened, candidate, or proposed for listing.

**Plants.** There are 44 special-status plant species that have the potential to occur in the project area. Of the 44 special status plants, one is federally threatened, and two are state endangered.

**Sensitive Natural Communities.** Some of the terrestrial and wetlands resources found within the project area are of global as well as regional significance and are therefore considered sensitive natural communities. Wetlands, including vernal pools, scattered throughout Placer County, and riparian habitat along major rivers and their tributaries, all provide essential habitat for a host of endangered and threatened plant and animal species. Many other organisms, without official status, depend upon wetlands to complete their lifecycles. The sensitive natural communities within the area that are currently rare enough to be listed in the CNDDDB include the following: Alkali Meadow, Alkali Seep, Big Tree Forest, Northern hardpan vernal pool, and Northern Volcanic Mud Flow Vernal Pool.

### **Placer County Conservation Program**

A Habitat Conservation Plan (HCP) is a federal planning document that is prepared pursuant to Section 10 of the Federal Endangered Species Act (FESA). An approved HCP within a defined plan area allows for the incidental take of species and habitat that are otherwise protected under FESA during development activities.

A Natural Community Conservation Plan (NCCP) is a state planning document administered by California Department of Fish and Wildlife (CDFW). An approved NCCP within a defined plan area allows for the incidental take of species and habitat that are otherwise protected under California Endangered Species Act (CESA) during growth and development activities.

The Placer County Conservation Program (PCCP) is a County-proposed solution to coordinate and streamline the permitting process by allowing local entities to issue state and federal permits. The proposed PCCP is a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. As proposed, the PCCP would include the County Aquatic Resources Program (CARP) to issue permits related to the Federal Clean Water Act (CWA) and the California Fish and Game Code. The CARP component would distinguish the Plan as a nationally unique model of natural resource management. In proposing this streamlined process, both costs and uncertainties would be reduced substantially, thus ensuring a more efficient use of public dollars. Furthermore, the proposed PCCP is a landscape-level plan so that each project would be issued permits based on how it contributes to the County's natural, social, and economic health now and in the future.

The PCCP covers approximately 201,000 acres of Western Placer County. Within the proposed PCCP plan area, 50,000 to 60,000 acres within the available potential acquisition area would become part of a reserve system. This conservation reserve system would preserve many acres of vernal pool habitat (approximately 50 percent of the County's remaining stock of these fragile, seasonal ecosystems). This acreage occurs in the unincorporated County and City of Lincoln areas. The proposed PCCP is designed to ensure that land will be managed to continue to support the survival and well-being of the covered species, as well as the survival of hundreds of other species that are dependent on the same habitat. By proactively addressing the long-term conservation and development needs of the County, the proposed PCCP will strengthen local control over land use and provides greater flexibility in meeting the County's social and economic needs for the future.

The PCCP has been in development since 2001, and has involved the public and other interested in the region's future growth and protection of natural resources. The Planning Agreement was signed in December 2001, the Independent Science Advisors Report was completed in January 2004, and the Administrative Draft PCCP was completed in February 2011. The lead agency will need to execute an Implementing Agreement, and prepare Findings before a federal and state permit is issued. The timing of the PCCP is not known, but may go into effect during the life of the RTP. In December 2018, the Placer County Board of Supervisors voted to adopted an interim in-lieu fee program that can be used to mitigated the impacts of development projects on endangered species, wetlands, agriculture and open space, in advance of PCCP adoption.

#### *Responses to Checklist Questions*

**Response a):** Construction and maintenance activities associated with the RTP projects could result in the direct loss or indirect disturbance of special-status wildlife species or their habitats that are known to occur, or have potential to occur, in Placer County. Impacts on special-status wildlife species or their habitat could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation. Significant impacts on special-status wildlife species associated with RTP projects include:

- increased mortality caused by higher numbers of automobiles on new or widened roads;
- direct mortality from the collapse of underground burrows, resulting from soil compaction;
- direct mortality resulting from the movement of equipment and vehicles through the Project area;
- direct mortality resulting from removal of trees with active nests;

- direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants;
- direct mortality resulting from fill of wetlands features;
- loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands;
- loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation;
- loss of suitable habitat for vernal pool invertebrates resulting from the destruction or degradation of vernal pools or seasonal wetlands;
- abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special status migratory birds resulting from construction-related noises;
- loss or disturbance of rookeries and other colonial nests;
- loss of suitable foraging habitat for special-status raptor species; and
- loss of migration corridors resulting from the construction of permanent structures or features.

The design process for each improvement will involve a level of field reconnaissance to precisely identify the potential for impacts to special status species and to identify project specific design measures that can be employed to avoid or lessen an impact. Project specific design measures may include alternative designs to avoid habitats that are considered more sensitive and required for special status species. An impact would occur if a project would result in a take of a special status species or their habitat. If a project would in fact result in an incidental take of a special status species or their habitat it would be required to go through a permit process with the appropriate regulatory agency (i.e. Section 7 consultation with the U.S. Fish and Wildlife Service [USFWS] and/or a Section 2081 consultation with the CDFW).

Permits may also be required from the USFWS and/or CDFW, and possibly by the local governments if a project design cannot avoid disturbance to special status species or their habitat. Permits are issued by regulatory agencies with conditions that are designed to mitigate the impact to the extent practicable. The proposed project does not directly cause an impact to special status species and the design process for individual improvements listed in the proposed project would require that each project be consistent with the policies that are established in the County and City General Plans for the purpose of protecting biological resources, including special status species that their habitat.

Consistency with the County and City policies as well as adopted federal and state regulations that protect special-status species, including their habitat and movement corridors, would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Additionally, compliance with the Placer County Conservation Program (PCCP) ensures that special status species are protected to the extent feasible, and mitigation is incorporated as necessary. Because the RTP is a planning document and thus, no physical changes will occur to the environment, adoption of the RTP would not directly impact the environment. There is a reasonable chance that special status species will be impacted throughout the buildout of individual projects identified in the RTP due to the extent of special status species throughout the region. The following mitigation would ensure that any potential for impacts to special status species is reduced to a ***less than significant*** level.

## **Mitigation Measures**

**Mitigation Measure BIO-1:** *Prior to final design approval of individual projects, the implementing agency shall have a qualified biologist conduct a field reconnaissance of the environmental limits of the project in an effort to identify any biological constraints for the project, including special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project, the implementing agency shall first, prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the implementing agency shall coordinate with the appropriate regulatory agency (i.e. U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, Army Corp of Engineers) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.*

*For projects that are located within the PCCP plan area, and are constructed after adoption of the PCCP, the implementing agency shall coordinate with the PCCP administrator to verify whether construction within the study area would require a permit. The permit process will require a field reconnaissance of the project study area by an approved biologist in an effort to identify any biological constraints, including covered species or habitat. If the biologist identifies covered species or habitat within the limits of the study limits the implementing agency shall implement all minimization measures and pay the appropriate mitigation fees or provide land in lieu of fees as established by the PCCP.*

**Response b), c):** The planning area contains sensitive natural communities, such as riparian, oak woodland, streams, rivers, wet meadows, and vernal pools. The planning area contains oak woodland habitat predominately in the foothills. California regulations require a lead agency to determine whether a project within its jurisdiction may result in significant effects to oak woodlands. If an agency determines that there may be a significant effect to oak woodlands as a result of a project, the agency must require oak woodlands mitigation alternatives to mitigate the significant effect. Such mitigation alternatives include: conservation through the use of conservation easements; planting and maintaining an appropriate number of replacement trees; or the contribution of funds for the purpose of purchasing oak woodlands conservation easements.

Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special-status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the CWA.

The planning area contains numerous aquatic habitats that qualify as federally protected wetlands and jurisdictional waters. Section 404 of the CWA requires any project that involves disturbance to a wetland or water of the U.S. to obtain a permit that authorizes the disturbance. If a wetland or jurisdictional water is determined to be present, then a permit must be obtained from the USACE to authorize a disturbance to the wetland. Although subsequent improvements may disturb protected wetlands and/or jurisdictional waters, the regulatory process that is established through Section 404 of the CWA ensures that there is “no net loss” of wetlands or jurisdictional waters. If, through the design process, it is determined that an improvement project cannot avoid a wetland or jurisdictional water, then the USACE would require that there be an equal amount of wetland created elsewhere to mitigate any loss of wetland.

Construction activities associated with several projects, may include, but are not limited to the congestion relief projects, railroad crossings, overpasses or overcrossings, and pedestrian/bicycle projects such as bicycle routes along creek/river corridors, could result in the disturbance or loss of waters of the United States. This includes perennial and intermittent drainages; unnamed drainages; vernal pools; freshwater marshes; and other types of seasonal and perennial wetland communities. Wetlands and other waters of the United States could be affected through direct removal, filling, hydrological interruption (including dewatering), alteration of bed and bank, and other construction-related activities.

Detailed plans of the individual transportation projects identified in the proposed project have not been developed. Consistency with the applicable County and City policies and trustee agency regulations would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a reasonable chance that natural communities, including wetlands, riparian, or other sensitive natural communities will be impacted throughout the buildout of the individual RTP projects. This impact is could result in adverse effects on wetlands, riparian, or other sensitive natural communities.

The following mitigation measures would ensure that all future projects are designed to avoid sensitive habitat and wetlands to the greatest extent feasible. Where full avoidance is not possible, the participation in pre-established habitat protection programs or state/federal permit mitigation programs would offset any potential impacts associated with project implementation. Adherence to the requirements in these mitigation measures would reduce this impact to a ***less than significant*** level.

### ***Mitigation Measures***

***Mitigation Measure BIO-2:*** *Prior to approval of RTP projects, the implementing agency shall retain a qualified biologist to perform an assessment of the project area to identify wetlands, riparian, and other sensitive aquatic environments. If wetlands are present the qualified biologist shall perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual. The wetland delineation shall be submitted to the ACOE for verification.*

***Mitigation Measure BIO-3:*** *If wetlands, riparian, or other sensitive aquatic environments are found within the project area, the implementing agency shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the implementing agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.*

*Prior to construction, the implementing agency shall install orange construction barrier fencing to identify environmentally sensitive areas around the wetland (20' from edge), riparian area (100' from edge), and other aquatic habitats (250' from edge of vernal pool). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:*

*"The Contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by the implementing agency. The Contractor will take measures to ensure that Contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors."*

*Temporary fences around the environmentally sensitive areas will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts with a maximum 10-foot spacing.*

*Immediately upon completion of construction activities the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, use a nonvegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts.*

**Mitigation Measure BIO-4:** *If wetlands or riparian habitat are disturbed as part of the individual RTP project, the implementing agency shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Compensation may comprise onsite restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The implementing agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period of time.*

**Response d):** There are many native fish and wildlife species within the County that migrate or utilize movement corridors. The most notable for their protection status include the Chinook salmon (*Oncorhynchus tshawytscha*) and steelhead trout (*Oncorhynchus mykiss*). Salmon and steelhead trout are anadromous fish species that are present in the San Joaquin and Sacramento River Basins. The Sacramento River system has historically supported steelhead trout and four distinct spawning runs of Chinook salmon: fall, late fall, winter, and spring. The Central Valley steelhead was federally listed as threatened in 2003.

The fall/late fall-run salmon is a federal and state species of concern, and a candidate species for federal listing. The spring-run Chinook salmon population is listed as threatened by both federal and state agencies. Winter-run Chinook salmon population is listed as a federally and state endangered species. Populations of Central Valley Steelhead and Chinook salmon have been supported by hatcheries within the River Basins, as well as small tributaries.

The individual transportation improvements identified in the proposed project have not been designed or approved. Each project will be designed consistent with the applicable County and City policies to ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. It will be important that each transportation project review the potential for impacts to riparian habitat, which is critical for the maintenance of high-quality fish habitat. It provides cover, controls temperature, stabilizes stream banks, provides food, and buffers streams from erosion and impacts of adjacent land uses. Riparian vegetation also affects stream depth, current velocity, and substrate composition.

Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a chance that protected migratory species, including the four distinct salmon runs, and steelhead may be impacted throughout the buildout of transportation improvements identified in the proposed project. The following mitigation measure would ensure that all future projects are designed to facilitate the movement of sensitive species to the greatest extent feasible. Where full design mitigation is not feasible, compliance with state and federal permit requirements

would offset any potential impacts associated with project implementation. Adherence to the requirements this mitigation measure would reduce this impact to a **less than significant** level.

### **Mitigation Measures**

**Mitigation Measure BIO-5:** *Prior to design approval of RTP projects that contain movement habitat, the implementing agency shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to move through the transportation corridor, both during construction activities and post construction. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the transportation corridor. If the project cannot be designed with these design measures (i.e. due to traffic safety, etc.) the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities.*

**Responses e), f):** The Placer County Conservation Plan (PCCP) is a joint Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) that is currently being prepared for the western half of Placer County. The PCCP is being prepared by Placer County under the guidance of local citizens (the Stakeholder Committee) and government officials. Participating agencies include: Placer County, the City of Lincoln, the Placer County Water Agency (PCWA), and the South Placer Regional Transportation Authority (SPRTA).

The PCCP is a voluntary resources protection and management tool that balances the needs of endangered and threatened species with the needs of landowners, land developers, and local and state public agencies. Such a comprehensive HCP/NCCP assures that species protection occurs on a regional level, versus local or parcel level, and it assures participating entities that once the agencies have approved the HCP/NCCP, they will not be required to accept species restrictions or financial commitments beyond those agreed to in the HCP/NCCP.

The PCCP is currently in the planning process with significant progress made over the past 14 years. Once it is completed, the PCCP will establish a coordinated process for permitting and mitigating the incidental take of endangered species throughout the PCCP planning area. This process creates an alternative to the current project-by-project approach. Rather than individually surveying, negotiating, and securing compensatory mitigation as typically occurs through project by project mitigation, once the PCCP is in place, project proponents will receive an incidental take permit by simply paying a compensatory fee (in some cases, dedication of on-site mitigation can be an alternative to paying a fee) for use to purchase compensatory habitat lands or easements.

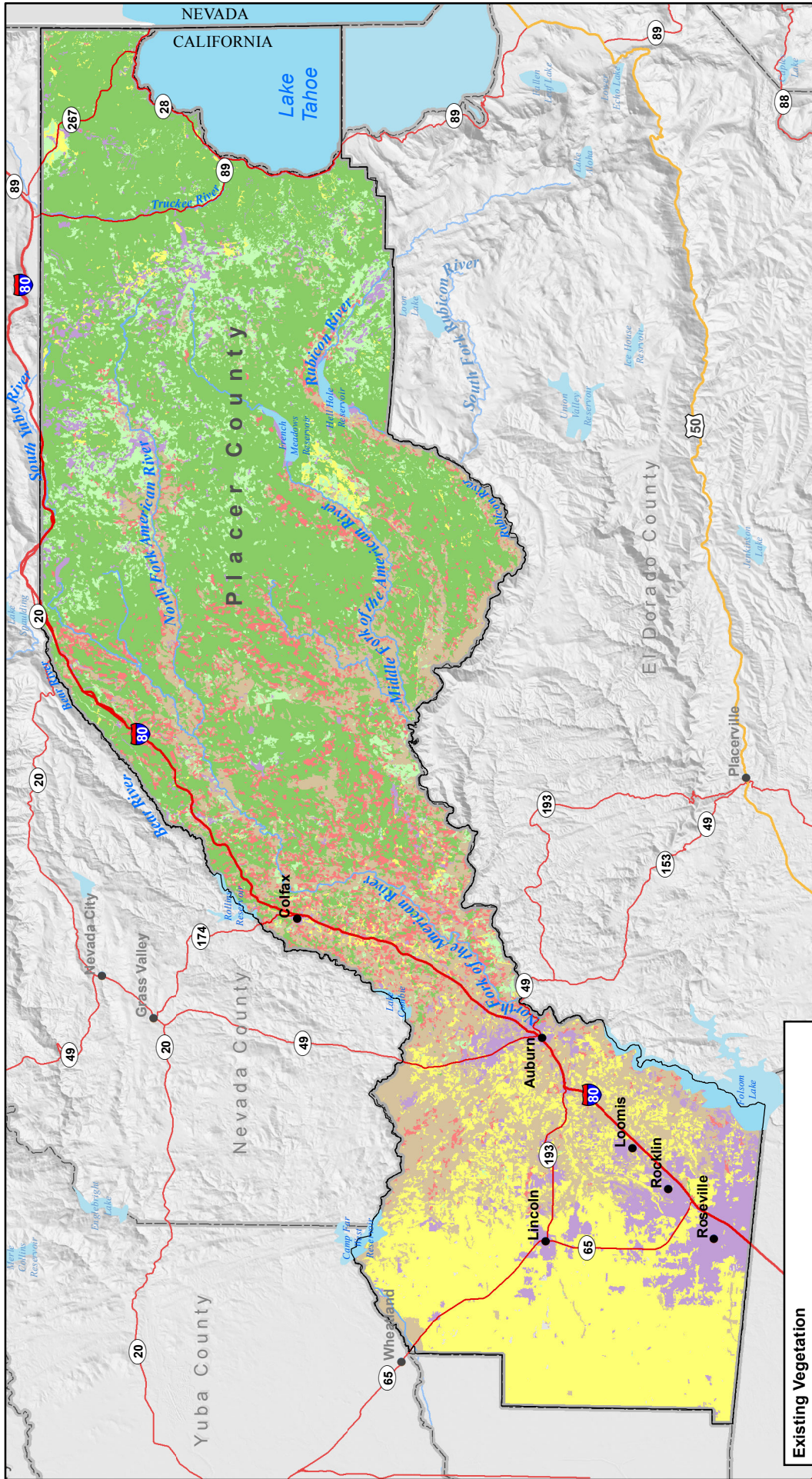
After the PCCP is adopted, individual projects that occur in the PCCP planning area would need to be coordinated with Placer County (or the designated agency responsible for implementing the PCCP) to ensure that the project does not conflict with the PCCP. Because the PCCP is not yet adopted, there is currently no potential for conflict with this document. However, the PCCP may be completed within the implementation horizon for the proposed project and individual projects will need to be designed such that they do not conflict with the PCCP. Implementation of the following mitigation measure would ensure that any potential for conflict is reduced to a **less than significant** level. It should be noted that the PCCP only covers a portion of the RTP planning area and any RTP projects outside the PCCP area would not be subject to the PCCP.

### **Mitigation Measures**

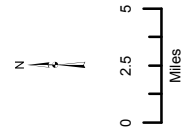
**Mitigation Measure BIO-6:** *If the PCCP has been adopted, prior to design approval of individual projects, the implementing agency shall coordinate with Placer County (or the designated agency*



*responsible for implementing the PCCP) to determine the appropriate coverage, permits, compensatory mitigation or fees, and project specific avoidance, minimization, and mitigation measures.*



- Existing Vegetation**
- Conifer forest/woodland
  - Hardwood forest/woodland
  - Herbaceous
  - Mixed conifer and hardwood forest/woodland
  - Non and Sparsely Vegetated - Urban, Agriculture or Aquatic
  - Shrub



**2040 PLACER COUNTY RTP**  
**Figure 2: Land Cover Types**  
 Wildlife-Habitat Relationship System Lifeforms

De Novo Planning Group  
 A Land Use Planning, Design, and Environmental Firm

Data sources: USDA Forest Service Pacific Southwest Region CAL/EG Zone 3 North Sierra 2006-2009 v1 and Zone 5 Central Valley 1998-2007 v1; California Spatial Information Library; Placer County GIS. Map date: May 29, 2019

## V. CULTURAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	X			
c) Disturb any human remains, including those interred outside of formal cemeteries?	X			

### *Responses to Checklist Questions*

**Responses a), b), c):** It has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the three environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*VI. ENERGY*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	X			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	X			

*Responses to Checklist Questions*

**Responses a), b):** It has been determined that the potential impacts on energy caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on energy. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

## VII. GEOLOGY AND SOILS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		X		
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?		X		
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

### *Background*

#### **Regional Setting**

Located within a portion of the Greater Sacramento Valley and the Sierra Nevada range, Placer County straddles distinct geophysical regions. The eastern portion of the county includes hilly and mountainous terrain of the Sierra Nevada range, while the western portion of the County lies in the lowlands of the Sacramento Valley. The county also has a wide range of water resources, and includes large portions of the north and middle forks of the American River and Folsom Lake.

The Sacramento Valley is formed by the Great Valley geosyncline, which is a large, elongated, northwest-trending asymmetric structural trough. It is bordered by the Coast Ranges to the west, the Klamath Mountains and Cascade Range to the north, and the Sierra Nevada range to the east. The geologic formations of the Great Valley on the east side of the Sacramento Valley are thick sequences of alluvial (river-deposited) sediments derived from erosion of the granitic rocks of the Sierra Nevada. The Sierra Nevada, lying to the east of the Sacramento Valley, underlies the Sierra Nevada range.

### **Fault Systems/Seismicity**

Placer County lies between two seismically active regions in the western United States. Tectonic stresses associated with the North American-Pacific Plate boundary can generate damaging earthquakes along faults 30 to 100 miles to the west of the County. Extreme eastern Placer County borders the Basin and Range province that entails most of Nevada and western Utah. This area is riddled with active faults that are responsible for and form the boundary between each basin or valley and the neighboring mountain range. "Active" faults, which represent the highest earthquake hazard, are those that have ruptured to the ground surface during the Holocene period (about the last 11,000 years).

The closest recently active fault in the western Sierra Nevada foothills is the Cleveland Hills fault, which is situated approximately 36 miles northwest of Auburn. This fault was the source of the 1975 Oroville earthquake (Richter Magnitude: 5.7), which was felt strongly in Placer County and neighboring areas. Another potential earthquake source is the Midland Fault Zone on the western side of the Sacramento Valley, where in 1892 an earthquake centered between the cities of Vacaville and Winters caused minor damage in the City of Lincoln.

Placer County itself is traversed by a series of northwest trending-faults that are related to the Sierra Nevada uplift. Although portions of western and eastern Placer County are located in a seismically active region, no known faults actually go through any of the cities or towns. However, the Bear Mountain and the Melones faults are situated approximately three to four miles westerly and easterly from the City of Auburn respectively. It is reported that an estimated 4.0+ Richter magnitude earthquake occurred between Auburn and Folsom in 1908 with an epicenter possibly associated with the Bear Mountain fault. Earthquakes on these faults would have the greatest potential for damaging buildings in Auburn, especially the unreinforced masonry structures in the older part of the communities where homes were built before 1960 without adequate anchorage of framing and foundations. Similar lower magnitude but nearby earthquakes are capable of producing comparable damages in several Placer County communities.

Additionally, western Placer County may experience ground shaking from distant earthquakes on faults to the west and east. For example, to the west, both the San Andreas fault (source of the 8.0 estimated Richter magnitude San Francisco earthquake that caused damage in Sacramento in 1906, including the State Capitol, the full extent of which was not discovered until the mid-1970s) and the closer Hayward fault have the potential for experiencing major to great events. To the east in Nevada, there are several faults associated with a series of earthquakes in 1954, especially the major (7.1 Richter magnitude) December 16, 1954 Fairview Peak event (about 100 miles east of Carson City). These events caused no damage in Reno, but there was some damage in Sacramento, probably because of the soft soil conditions. It is not clear if any Placer County communities experienced any damage from these events.

The California legislature passed the Alquist-Priolo Special Studies Zone Act in 1972 to address seismic hazards associated with faults and to establish criteria for developments for areas with identified seismic hazard zones. No special study zones are located in Placer County.

Placer County is classified as a Seismic Zone 3, which is defined by the Uniform Building Code with special standards and regulations based on the potential impacts from seismic activity.

### **Liquefaction/Lateral Spreading/Landslides**

Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet.

Map evaluation shows that all parts of Placer County are within 30 miles of at least one of the faults. Thus, all of Placer County has an opportunity for liquefaction damage. Sites in Placer County having liquefaction potential are those on alluvial deposits having groundwater and sand or silt layers of uniform grain size within about 30 feet of the surface. In Placer County, alluvial geological units Q, Q<sub>a</sub>, Q<sub>b</sub>, Q<sub>r</sub>, and Q<sub>mr</sub> on the Sacramento quadrangle and units Q<sub>al</sub>, Q<sub>t</sub>, Q<sub>c</sub>, and Q<sub>l</sub> on the Chico quadrangle should be considered potential liquefaction areas where groundwater is less than 30 feet deep (Placer County, 1994).

Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Portions of Placer County that are susceptible to this hazard include but are not restricted to areas located in the foothills of the county and the steep banks along the major rivers.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The zone of landslide opportunity for magnitude 6.5 earthquakes is approximately 75 miles, indicating that failure of all unstable slopes in Placer County could be triggered by major earthquakes. Although most natural slopes in Placer County are considered stable, landslides and slope failure have occurred in the past. Some landslides considered currently active and potentially active areas include the Valley Springs Tuff (Alta and I-80) and the Metavolcanic flows (Canyons of the N. Fork of the American River).

### **Other Geologic Considerations**

**Expansive Soils:** Some soils have a potential to swell and shrink as they absorb water and then dry out. These expansive soils generally contain clays that expand when moisture is absorbed into the crystal structure. Expansive soils, or soils considered to have moderate to high shrink-swell potential, are limited to low-lying areas, which are concentrated in western Placer County, from the City of Rocklin to the county line.

**Erosion:** Erosion naturally occurs on the surface of the earth as surface materials (i.e. rock, soil, debris, etc.) is loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or

wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. Most soils in central and eastern Placer County are subject to high erosion potential and some soils have moderate to very high erosion potential.

**Subsidence:** Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include: pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils.

**Response a.i-ii):** Although there are no Alquist-Priolo Earthquake Fault Zones with Placer County, the county does have several active and potentially active faults. There will always be a chance that a fault located anywhere in the state (or region) could rupture and cause seismic ground shaking. All projects would be required to conduct seismic hazard evaluations and comply with all appropriate roadway and bridge seismic design provisions. With the implementation of the following mitigation measure, the proposed project would result in a **less than significant** impact from rupture of an earthquake fault and seismic ground shaking.

### **Mitigation Measures**

**Mitigation Measure GEO-1:** *Conduct project-level seismic hazard evaluations and design those project facilities according to the seismic design requirements for roads and bridges. Implementing agencies shall ensure evaluations of seismic ground shaking hazards for all individual improvement projects at the project-level. Based on these evaluations, the implementing agencies shall ensure that design and construction of all new facilities are constructed in accordance with the most appropriate building standards to minimize the potential impacts to new facilities.*

**Response b):** Some of the individual RTP improvement projects would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Most soils in central and eastern Placer County are subject to high erosion potential and some soils have moderate to very high erosion potential. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. The Regional Water Quality Control Board will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each transportation improvement that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. The proposed project would be required to implement Mitigation Measures HYDRO-1 and HYDRO-2, as provided in *Section X: Hydrology and Water Quality*.

### **Mitigation Measures**

*Implement Mitigation Measures HYDRO-1 and HYDRO-2.*

**Response a.iii-v), c):** Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. Some areas within Placer County are subject to liquefaction. Sites in Placer County having liquefaction potential are typically those on alluvial deposits having groundwater and sand or silt layers of uniform grain size within about 30 feet of the surface.



In the case of a major earthquake, some areas in Placer County would also be subject to landslide, lateral spreading, subsidence, and/or collapse. Portions of Placer County exist on hilly and/or mountainous terrain, where risk of landslide, lateral spreading, subsidence, and collapse are greater. In particular, areas near the Lake Tahoe Basin, where earthquake risk is high, there is a relatively high potential for some areas to be subject to one or more of these geological risks.

Each improvement project would be required to have a specific geotechnical study prepared and incorporated into the improvement design. The geotechnical study would provide recommendations for mitigating any potential risk associated with site specific conditions. Implementation of project specific geotechnical engineering measures would reduce the safety risks of landslides, lateral spreading, subsidence, or liquefaction to a reasonable level. With the implementation of the following mitigation measure, the proposed project would result in a ***less than significant*** impact from these issues.

### **Mitigation Measures**

**Mitigation Measure GEO-2:** *Conduct site-specific geotechnical investigations for liquefaction, slope stability, lateral spreading, settlement, and subsidence. Implementing agencies shall ensure that site-specific geotechnical investigations are conducted before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify and characterize areas that may be susceptible to these geological conditions. These site-specific investigations may range from limited screening investigations to identify obvious hazards, to very detailed subsurface investigations. The findings of these site-specific investigations shall serve as the basis for the final design of the proposed projects and ensure that appropriate geotechnical methods are used to avoid or minimize the potential for damage to project-related facilities.*

**Response d):** Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and other structures unless special engineering design is incorporated into the project plans.

Soils with moderate to high shrink-swell potential (i.e. potentially expansive soils) occur throughout the county. In Placer County, expansive soils are limited to low-lying areas, which are concentrated in western Placer County, from the City of Rocklin to the county line. Transportation improvements proposed under the 2040 RTP could be located in portions of the county where expansive soils and sediments are present. Many of the projects proposed in the 2040 RTP would occur within existing transportation corridors where expansive soils have already been removed or treated. New transportation facilities, however, could encounter expansive soils. If located at or near the finished grade of the proposed improvements, expansive soils could cause substantial damage to improperly designed and constructed project facilities and result in injury to people using these facilities.

Each improvement project would be required to have a specific geotechnical study prepared and incorporated into the improvement design. The geotechnical study would identify the specific soil conditions that may contribute to soil expansion. Based on specific findings at each locality, the geotechnical engineer will recommend detailed engineering measures that are necessary to reduce the risks associated with soil expansion. Implementation of project specific geotechnical engineering measures would reduce the risks from soil expansion to a reasonable level. With the implementation of the following mitigation measure the proposed project would result in a ***less than significant*** impact from expansive soils.

### **Mitigation Measures**

**Mitigation Measure GEO-3:** *Conduct site-specific geotechnical investigations for expansive soils and implement appropriate, proven geotechnical methods. Implementing agencies shall conduct site-specific geotechnical investigations before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify areas with expansive soils. The findings of these site-specific investigations shall serve as the basis for the final design of the proposed projects and ensure that appropriate, proven geotechnical methods are used to avoid or minimize the potential for expansive soils and sediments to damage project-related structures. The exact methods that would be used to address potential expansive soil issues may include the selective placement of expansive fill materials; the use of imported, non-expansive fill materials; or other methods of ground improvement.*

**Response e):** The RTP would not result in the generation of sewer water or the expansion of septic infrastructure. Implementation of the proposed project would have **no impact** relative to this topic.

**Response f):** The RTP would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. An analysis of the proposed project's potential to impact cultural and tribal resources will be provided in the environmental impact report, which will include an analysis of the proposed project's potential to destroy a unique paleontological feature. The proposed project would be required to implement all mitigation as contained in the Cultural and Tribal Resources section of the environmental impact report, which would also apply to paleontological resources. Additionally, the RTP would not destroy a geological feature since development of the proposed project would occur primarily above-ground, and heavy drilling and blasting (i.e. tunnel blasting) would be minimal and only occur (if at all) along existing right of way (where their unique geological features are not present). Therefore, implementation of the proposed project would have a **less than significant** impact relative to this topic.

### VIII. GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	X			

#### *Responses to Checklist Questions*

Responses a), b): The U.S. EPA has reported that the transportation sector directly accounted for upwards of 30 percent of the total GHG emissions in the US. They have also reported that transportation is the fastest-growing source of GHGs in the U.S. Over the past century GHG concentrations in the earth's atmosphere have been gradually increasing, and most scientists postulate that increases in the earth's average temperature are the result of increases in concentrations of GHG.

The California legislature passed the California Global Warming Solutions Act in 2006 through Assembly Bill 32 (AB-32), the Sustainable Communities and Climate Protection Act in 2009 through Senate Bill 375 (SB-375) and the California Global Warming Solutions Act of 2006: emissions limit through Senate Bill 32 (SB 32). These laws address the need for regional strategies to reduce greenhouse gas emissions in California. In particular, SB 375 sets GHG targets for the entire six-county Sacramento region, and specifies SACOG as having responsibility for calculating and coordinating the region's GHG reduction efforts. Furthermore, the Attorney General has provided legal insight and recommendations to the public through opinion papers.

It has been determined that the potential impacts on greenhouse gases caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on greenhouse gases. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

**IX. HAZARDS AND HAZARDOUS MATERIALS**

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

*Background*

**Hazardous Materials**

Under Title 22 of the California Code of Regulations (CCR), the term hazardous substance refers to both hazardous materials and hazardous wastes. Both of these are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (CCR Title 22, Chapter 11, Article 3). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness, or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (CCR Title 22, Chapter 11, Article 2, Section 66261.10). While hazardous substances are regulated by multiple agencies, cleanup requirements are determined on a case-by-case basis according to the agency with lead jurisdiction over the project.

Public health is potentially at risk whenever hazardous materials are, or will, be used. It is necessary to differentiate between the “hazard” of these materials and the acceptability of the “risk” they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure, in addition to the inherent toxicity of a material (California Department of Toxic Substances Control, <http://www.dtsc.ca.gov/>).

Factors that can influence the health effects when human beings are exposed to hazardous materials include: the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person’s body), and the individual’s unique biological susceptibility.

### **Transportation of Hazardous Materials**

The transportation of hazardous materials within the State of California is subject to various federal, State, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading of such materials (California Vehicle Code §§ 31602(b), 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users.

### **Airport Operations Hazards**

Hazards associated with airport operations are generally associated with aircraft accidents. Aircraft accidents of most concern occur during takeoff and landing operations during which aircraft are operated close to the ground and within close proximity to one another. Potential hazards around an airport can be increased due to many external factors such as incompatible land uses in the vicinity of the airport, installation of power transmission lines, wildlife hazards (i.e., bird strikes, migrating wildlife, etc.), and construction of tall structures.

In order to mitigate the potential hazards of tall structures within the vicinity of an airport, the Federal Aviation Administration (FAA) established an airport height restriction area, defined by Federal Aviation Regulation (FAR) Part 77. FAR Part 77 establishes “imaginary surfaces” around an airport where a structure is considered to pose a hazard to an aircraft. FAR Part 77 requires that the FAA be notified prior to construction of any structure that would pierce these imaginary surfaces. However, the FAA cannot prohibit the construction of such structures. The State of California goes further, requiring that a permit be obtained from the State Division of Aeronautics prior to construction of such a structure.

In addition to imaginary surfaces, a safety restriction area is established around airports within which it is assumed that hazards may exist to people or structures on the ground in the event of an aircraft accident. Nationwide studies of aircraft accidents have found the following:

- Almost half of all accidents occur on airport property.
- An additional 15 percent of aircraft accidents occur outside airport property but within one mile of the airport runway(s).
- A substantial concentration of aircraft accidents occur within the initial climb-out and the final approach sectors of airports.

Further refinement of this data points to an increased risk near the ends of the runway and under the airport traffic pattern. In order to reduce these risks, especially those related to land use in these areas, safety restriction areas are established around airports which restrict certain land uses in the vicinity of the airport. Typically, three types of areas are established. The clear zone is an area at each end of the runway(s) within 200 feet of the runway threshold. The clear zone is the most restrictive safety area. The approach/departure zone extends beyond the clear zone and is aligned with the runway as well. The overflight zone represents the area commonly overflown by aircraft utilizing the airport. The overflight zone surrounds the airport and is the least restrictive safety area.

Imaginary surfaces and safety restriction areas are established as part of the Comprehensive Land Use Plan (CLUP) or Airport Land Use Plan (ALUP) for the airport. Prepared and approved by the local Airport Land Use Commission, the CLUP or ALUP establishes guidelines for development in the vicinity of the airport in the areas of noise impacts, safety hazards, and height restriction.

### *Responses to Checklist Questions*

**Response a):** Construction of the individual RTP projects may involve the transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels, diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. However, the transportation of hazardous materials is heavily regulated and monitored by federal, state, and local regulations and policies. All transportation of hazardous materials, if any, will be required to comply with all existing regulations and policies. Compliance with all existing regulations and policies would ensure that the impact would be *less than significant*, and no additional mitigation is required.

### **Response b):**

**Hazardous Solvents and Architectural Coatings:** The construction and maintenance of individual RTP projects would involve the use of fuels, solvents, architectural coatings, and other chemicals that may be considered hazardous if not properly used. Typically, “leftover” materials are used on other projects when possible. In any case, the handling and disposal of these products would be governed according to regulations enforced by local fire departments, Certified Unified Program Agencies (CUPAs), the State Division of Occupational Safety and Health, and the Department of Toxic Substances Control. In addition, regulations under the federal and state Clean Water Act require contractors to avoid allowing the release of materials into surface waters. Compliance with the existing regulatory environment would ensure that this impact would be *less than significant*.

**Asbestos:** The construction of RTP projects within areas that are known to have naturally occurring asbestos, or areas where asbestos is contained with existing structures, could lead to the disturbance and release of asbestos fibers. Earthmoving, excavation, and demolitions of materials containing asbestos requires monitoring to ensure that they are not used as soil or fill materials, and that they are properly disposed of in accordance with federal and state regulations.

**Conclusion:** Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level assessments and will be responsible for consideration of mitigation measures for significant effects on the environment. If asbestos is deemed present, an Asbestos Hazard Dust Mitigation Plan would be prepared to ensure that

adequate dust control and asbestos hazard mitigation measures are implemented during project construction. Implementation any applicable mitigation measures presented in the Air Quality section of the environmental impact report would ensure that this potential impact is reduced to a ***less than significant*** level.

**Response c):** According to the Placer County School Directory, there are approximately 140 schools within Placer County. Because of the regional nature of the transportation improvements, some will inevitably be located within ¼ mile of a school. Hazardous materials used in construction of an RTP project in the vicinity of a school, or other sensitive receptors such as hospitals and residences, could be accidentally released. In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable federal, state, and local regulations and policies, including hazard mitigation plans. Compliance with all existing regulations, policies, and hazard mitigation plans would ensure that the impact would be ***less than significant***, and no additional mitigation is required.

**Response d):** Any construction activities on, through, or adjacent to contaminated sites could lead to a disturbance and release of hazardous materials. The regulatory agencies, including federal, state, and local agencies, have identified sites that are or were contaminated at some point. Additionally, these agencies continue to pursue investigating properties that could potentially be contaminated and all information is maintained in a database system. Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment. Implementation of the following mitigation measure would ensure that this potential impact is reduced to a ***less than significant*** level.

### ***Mitigation Measures***

***Mitigation Measure HAZ-1:*** *Prior to approval of individual RTP improvement projects, the implementing agency shall perform a Phase 1 Environmental Site Assessment that includes a review of all known databases for contaminated sites. If it is determined that a project is located on or near a contaminated site a Phase II Environmental Site Assessment shall be performed to sample the soils/groundwater and further investigate the extent of the contamination. Based on the results of the Phase II Environmental Site Assessment, the implementing agency shall devise a remediation plan or avoid disturbance of contaminated areas, in compliance with appropriate regulatory agency requirements. All work shall be conducted under a work plan approved by the regulatory oversight agency and should be conducted by a registered environmental assessor (pursuant to 22 CCR 69200).*

**Response e):** Hazards related with airports are typically grouped into two categories: air hazards and ground hazards. Air hazards jeopardize the safety of an airborne aircraft and expose passengers, pilots and crews to danger. Examples of air hazards include tall structures, glare-producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with take-off or landing procedures, posing a risk to aircraft. Ground hazards jeopardize the safety of current and future residents and/or workers in the vicinity of an airport. The most obvious ground hazard is a crash, which may produce a serious, immediate risk to those residing in or using areas adjacent to the airport. Most accidents occur during take-off and landing. Therefore, the higher the density around an airport, including transportation facilities, the higher the risk associated with this type of hazard.

Within Placer County, the *Placer County Airport Land Use Compatibility Plan* adopted on February 26, 2014, promotes compatibility between the airports in Placer County and the land uses which surround them. Airports within the County covered under this plan include:

- Auburn Municipal Airport
- Blue Canyon Airport
- Lincoln Regional Airport

This plan does not address Truckee-Tahoe Airport which lies on the boundary between Placer and Nevada counties, where only a small portion lies within Placer County. Airport land use compatibility planning matters for the Truckee-Tahoe Airport are the responsibility of the Truckee-Tahoe Airport Land Use Commission, a special two-county ALUC. The Nevada County Transportation Commission (NCTC) serves as the ALUC staff.

Some of the RTP projects are located within close proximity to airports within the County. These improvements are transportation related and do not create residences, or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within Placer County.

Improvements to transportation facilities near airport land uses airport facilities are expected to improve the safety conditions at these airports through increased access and response. The proposed project does not proposed residences. Compliance with the existing regulatory environment would ensure that this impact would be *less than significant*.

**Response f):** The individual RTP improvement projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The RTP would improve transportation systems throughout the County, which is expected to improve the emergency response and evacuation routes throughout the County. Therefore, there is *no impact*.

**Response g):** The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

Wildfires are a major hazard in the State of California. Wild fires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wild fires have a role in the County's ecosystem, wild fires put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

Placer County has areas with the appropriate fuel loading, and topography for wildfire. When this is combined with the warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit the risk of wildfire increases substantially. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.



The individual RTP improvement projects would not result in the construction of structures that would be occupied by humans; therefore, it would not expose people or structures to a significant risk involving wild fires. The RTP provides for improvements to transportation systems throughout the County, which is expected to improve the ability for fire protection services to access areas that have a high wild fire risk rating. Therefore, there is ***no impact***.

**X. HYDROLOGY AND WATER QUALITY**

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		X		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;		X		
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;		X		
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or		X		
(iv) Impede or redirect flood flows?		X		
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		X		

**Background**

Placer County encompasses approximately 1,503 square miles in central California. Water resources in Placer County are diverse and widespread, and include rivers, streams, sloughs, marshes, wetlands, channels, and underground aquifers. Rivers and streams are plentiful, especially throughout the western (hilly and mountainous) portion of the county. The north and middle forks of the American River, the Rubicon River, and the Folsom Dam, are some of Placer County’s most valuable water resources. The northwest portion of Lake Tahoe is also situated within Placer County, although it is not within the PCTPA planning area (the Lake Tahoe basin exists within the TRPA planning area).

**Sacramento River Hydrologic Region**

Placer County is located primarily in the Sacramento River Hydrologic Region, which covers approximately 17.4 million acres (27,200 square miles) and includes all or large portions of Modoc, Siskiyou, Lassen, Shasta, Tehama, Glenn, Plumas, Butte, Colusa, Sutter, Yuba, Sierra, Nevada, Placer, Sacramento, El Dorado, Yolo, Solano, Lake, and Napa counties. Significant

geographic features include the northern part of the Sacramento-San Joaquin Delta and the Sierra Nevada Range. Small areas of Alpine and Amador counties are also within the region. The Sacramento metropolitan area and surrounding communities form the major population center in the region, which includes approximately 3 million people.

### **North Lahontan Hydrological Region**

The far western portion of Placer County is located in the North Lahontan Hydrological Region, which spans a large portion of the western United States. It includes part of the western edge of the Great Basin, a large landlocked area that covers most of Nevada and northern Utah. The California portion of the North Lahontan Hydrological region includes a large section of the northeast portion of the Sierra Nevada mountain range, which includes a portion of the Lake Tahoe Basin.

### **Hydrologic Units in Placer County**

For purposes of planning on a County-wide basis, hydrologic units are generally considered to be the appropriate watershed planning level. As specific projects within the County are developed, the hydrologic unit level may be too large in terms of a planning scale, and a hydrologic area or hydrologic subarea may be considered more appropriate. The remainder of this section is based on the hydrologic unit level for watershed planning purposes.

Placer County is located within four hydrologic units. These include: the North American Subbasin, the Tahoe West Subbasin (within the Tahoe Valley Groundwater Basin), the Martis Valley Groundwater Basin, and the Olympic Valley Groundwater Basin.

### **Water Resources**

Placer County contains an abundance of water resources. Approximately 700 miles of rivers and streams and 97,000 acres of lakes are within the County. Most water bodies in Placer County originate in the mountainous terrain in the eastern portion of the County.

Lake Tahoe is the largest water body in Placer County. The Tahoe Basin includes all drainages into Lake Tahoe. The Placer County portion of the Lake Tahoe watershed is approximately 43,000 acres. Lake Tahoe is one of the world's highest altitude lakes and contains a significant amount of California's surface water. Most of the waterfront is privately owned and public access is limited, yet the Tahoe Basin seasonally attracts high water-recreation use. However, Lake Tahoe is outside of the PCTPA planning area, under the jurisdiction of the TRPA.

Folsom Lake is the second largest water body in the area. The freshwater lake is formed by Folsom Dam, constructed in 1955 to control the American River. The surface area of the lake is approximately 11,450 acres. The area in and around the Lake is used extensively for recreation activities, including boating, fishing, hiking, and mountain biking.

There are five major rivers that pass-through Placer County, including: the American River (North and Middle Forks), the Rubicon River (running along the southern county line), a portion of the South Yuba River, the Bear River, and the Truckee River. The North Fork of the American River flows southwest and is approximately 88 miles long. It has its headwaters in the Granite Chief area, and has a relatively narrow drainage basin above Folsom Lake. Federal legislation has designated the North Fork of the American River above the Auburn State Recreation Area as a National Wild and Scenic River.

The Middle Fork of the American River drainage basin begins in Picayune Valley and the river forms part of the southern boundary of Placer County. Except for the French Meadows area in the upper part of the basin, public access is limited to trails. The 62-mile-long Middle Fork originates a mere 1.7 miles from the source of the North Fork on the south face of Granite Chief, between the summit and Emigrant Pass.

The Rubicon River flows west for approximately 18 miles, originating in the Five Lakes area at the crest of the Sierra Nevada. Much of the area has limited public access because the area has not been logged previously.

There are several major surface water reservoirs and dams near Placer County, which provide flood control, water storage and recreational opportunities. Smaller reservoirs in the county include French Meadows and Hell Hole Reservoirs, located in the far eastern portion of the county, Rollins Reservoir in the far northern portion of the County, and Camp Far West Reservoir at the western edge of the county.

Streams and creeks are abundant throughout the county, including many that are seasonal. Most of these streams originate in the eastern foothills and are tributaries to one of the major rivers in the area. See Figure 3 for a map of most major water bodies in the county.

In addition to natural rivers and creeks, several man-made aqueducts, channels, and canals are found throughout the county. Wetlands are also found interspersed throughout Placer County. Wetlands in Placer County are typically found at the margins of lakes and streams, in low-lying areas that collect precipitation, and in areas where groundwater intercepts the ground surface. Wetlands in Placer County are of relatively small size.

### **Flooding**

The risk potential or likelihood of a flood event occurring in the county increases with the annual onset of heavy rains from November through March. This is an ongoing concern, and individual projects are designed to ensure flooding risks within the improvement area are minimized to the extent possible.

Much of the historical growth in the County occurred adjacent to streams, resulting in significant damages to property, losses from disruption of community activities, and potential loss of life when the streams overflow. Additional development in the watersheds of these streams affects both the frequency and duration of damaging floods through an increase in stormwater runoff. Other problems connected with stormwater runoff include erosion, sedimentation, degradation of water quality, losses of environmental resources, and certain health hazards.

Placer County encompasses multiple rivers, streams, creeks, and associated watersheds. The County is situated in a region that dramatically drops in elevation from the eastern portion (Sierra Nevada) to the western portion, where excess rain on snow can contribute to downstream flooding. Damaging floods in Placer County occur primarily in the developed areas of the county extending westward from Colfax to Sacramento and Sutter Counties. Flood flows generally follow defined stream channels, drainages, and watersheds. Placer County crosses nine watersheds. The watersheds of Placer County include a combined drainage area of approximately 1,500 square miles.

There are four main watersheds or areas that are the primary source of flooding within the county. These include the following watersheds:

- *Dry Creek Watershed*
- *Cross Canal Watershed*
- *Auburn/Bowman Area*
- *Truckee River Watershed*

**Dam Failure:** There are six major dams located in and around Placer County, all of which have the potential to inundate portions of the county if they were to fail. These include the Folsom Dam, the L.L. Anderson Dam, North Fork Dam, Lake Tahoe Dam, Lower Hell Hole Dam, and Sugar Pine Dam. One of these dams, the Folsom Dam, is located on the County boundary. The failure of any one of these dams could result from structural instability caused by improper design or construction, instability resulting from seismic shaking, or overtopping and erosion of the dam.

Larger dams that are higher than 25 feet or with storage capacities over 50 acre-feet of water, are regulated by the California Dam Safety Act, which is implemented by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring these dams. The Act also requires that dam owners submit to the California Office of Emergency Services inundation maps for dams that would cause significant loss of life or personal injury as a result of dam failure. The County Office of Emergency Services is responsible for developing and implementing a Dam Failure Plan that designates evacuation plans, the direction of floodwaters, and provides emergency information.

**Flood Management:** The National Flood Insurance Act of 1968 offers an important incentive to communities for implementing a floodplain management program. In communities which have adopted floodplain management regulations, owners of property located in flood-prone areas may obtain federally subsidized flood insurance. Placer County has adopted such floodplain management regulations.

The boundary of the 100-year floodplain is the basic planning criterion used to distinguish areas where flood hazards justify the establishment of floodplain management regulations. Outside this boundary, the degree of flooding risk is not considered sufficient to justify the imposition of floodplain management regulations, while inside the 100-year floodplain some level of regulation is required to protect public health, safety, and welfare.

## **Water Quality**

**Stormwater Runoff:** Potential hazards to surface water quality include the following nonpoint pollution problems: high turbidity from sediment resulting from erosion of improperly graded construction projects, concentration of nitrates and dissolved solids from agriculture or surfacing septic tank failures, contaminated street and lawn run-off from urban areas, and warm water drainage discharges into cold water streams.

The most critical period for surface water quality is following a rainstorm which produces significant amounts of drainage runoff into streams at low flow, resulting in poor dilution of contaminants in the low flowing stream. Such conditions are most frequent during the fall at the beginning of the rainy season when stream flows are near their lowest annual levels. Besides the greases, oils, pesticides, litter, and organic matter associated with such runoff, heavy metals such as copper, zinc, and cadmium can cause considerable harm to aquatic organisms when introduced to streams in low flow conditions.

Urban storm water runoff was managed as a non-point discharge (a source not readily identifiable) under the Federal Water Pollution Control Amendments of 1972 (PL 92-500, Section 208) until the mid-1980's. However, since then, the Federal Environmental Protection Agency has continued to develop implementing rules which categorize urban runoff as a point source (an identifiable source) subject to National Pollution Discharge Elimination System (NPDES) permits. Rules now affect medium and large urban areas, and further rulemaking is expected as programs are developed to meet requirements of Federal water pollution control laws.

Surface water pollution is also caused by erosion. Excessive and improperly managed grading, vegetation removal, quarrying, logging, and agricultural practices all lead to increased erosion of exposed earth and sedimentation of watercourses during rainy periods. In slower moving water bodies these same factors often cause a buildup of siltation, which ultimately reduces the capacity of the water system to percolate and recharge groundwater basins, as well as adversely affecting both aquatic resources and flood control efforts.

**Groundwater Quality:** In general, groundwater quality throughout the region is suitable for most urban and agricultural uses, although many have local impairments. Many areas of good quality groundwater exist in the North American Subbasin. In some portions of the basin groundwater quality is marginal. The three major groundwater types are: magnesium calcium bicarbonate or calcium magnesium bicarbonate; magnesium sodium bicarbonate or sodium magnesium bicarbonate; and sodium calcium bicarbonate or calcium sodium bicarbonate. Comparison of groundwater quality data with applicable water quality standards and guidelines for drinking and irrigation indicate elevated levels of TDS/specific conductance, chloride, sodium, bicarbonate, boron, fluoride, nitrate, iron manganese, and arsenic may be of concern in some locations within the subbasin (IRWS, 2015).

### **Impaired Water Bodies**

Section 303(d) of the federal Clean Water Act requires States to identify waters that do not meet water quality standards or objectives and thus, are considered "impaired." Once listed, Section 303(d) mandates prioritization and development of a Total Maximum Daily Load (TMDL). The TMDL is a tool that establishes the allowable loadings or other quantifiable parameters for a waterbody and thereby the basis for the States to establish Water quality-based controls. The purpose of TMDLs is to ensure that beneficial uses are restored and that water quality objectives are achieved.

There are eighteen Section 303(d) listed impaired water bodies located in Placer County, some of which are within the PCTPA planning area, and some are within the TRPA planning area. The pollutants and TMDLs vary by location. Table 3.9-2 provides a list of the Section 303(d) impaired water bodies in Placer County, with specific notes for those water bodies that are located within the jurisdiction of TRPA.

**Table HYDRO-1: Placer County Section 303(d) Impaired Waterbodies**

IMPAIRED WATERBODIES
<b>Lake Tahoe (note: located outside of the PCTPA planning area)</b> Water body type: Lake Assessed area: 85,364 acres
<b>Blackwood Creek (note: located outside of the PCTPA planning area)</b> Water body type: River & Stream Assessed area: 6.95 miles
<b>Ward Creek (note: located outside of the PCTPA planning area)</b> Water body type: River & Stream Assessed area: 6.25 miles
<b>Hell Hole Reservoir</b> Water body type: Lake & Reservoir Assessed area: 1,370 acres
<b>Truckee River</b> Water body type: River & Stream Assessed area: 37 miles
<b>Squaw Creek</b> Water body type: River & Stream Assessed area: 2.98 miles
<b>Rollins Reservoir</b> Water body type: Lake & Reservoir Assessed area: 774 acres
<b>Bear River, Upper (from Combie Lake to Camp Far West Reservoir, Nevada and Placer Counties)</b> Water body type: River & Stream Assessed area: 10 miles
<b>American River, North Fork</b> Water body type: River & Stream Assessed area: 17 miles
<b>Lake Combie</b> Water body type: Lake & Reservoir Assessed area: 362 acres
<b>Camp Far West Reservoir</b> Water body type: Lake & Reservoir Assessed area: 1,945 acres
<b>Bear River, Lower (below Camp Far West Reservoir)</b> Water body type: River & Stream Assessed area: 21 miles
<b>Yankee Slough (Placer and Sutter Counties)</b> Water body type: River & Stream Assessed area: 13 miles
<b>Pleasant Grove Creek</b> Water body type: River & Stream Assessed area: 20 miles
<b>Pleasant Grove Creek, South Branch</b> Water body type: River & Stream Assessed area: 7.3 miles
<b>Kaseberg Creek (tributary to Pleasant Grove Creek, Placer County)</b> Water body type: River & Stream Assessed area: 6.4 miles
<b>Curry Creek (Placer and Sutter Counties)</b> Water body type: River & Stream Assessed area: 12 miles
<b>Miners Ravine (Placer County)</b> Water body type: River & Stream Assessed area: 9 miles

SOURCE: CALIFORNIA DEPARTMENT OF WATER RESOURCES

### *Responses to Checklist Questions*

**Responses a), e): Construction-Related Water Quality Impacts:** Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

As required by the Clean Water Act, each specific improvement project will require an approved Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices for grading, and preservation of topsoil. A SWPPP is not required if the project will disturb less than one acre. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction.

The implementing agency will submit the SWPPP with a Notice of Intent to the Regional Water Quality Control Board (RWQCB) to obtain a General Permit. The RWQCB is an agency responsible for reviewing the SWPPP with the Notice of Intent, prior to issuance of a General Permit for the discharge of storm water during construction activities. The RWQCB accepts General Permit applications (with the SWPPP and Notice of Intent) after specific projects have been approved by the lead agency. The lead agency for each specific project that is larger than one acre is required to obtain a General Permit for discharge of storm water during construction activities prior to commencing construction (per the Clean Water Act).

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each RTP project will include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The Regional Water Quality Control Board will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each transportation improvement that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. The implementing agency will be required to coordinate the improvements with the Central Valley Flood Project Board, Placer County, and other applicable agencies, and obtain the necessary permits. The implementing agency will also be required to develop projects consistent with all relevant water control plans and groundwater management plans. Implementation of the following mitigation measures would ensure that the RTP would have a ***less than significant*** impact from these issues.

### ***Mitigation Measures***

***Mitigation Measure HYDRO-1:*** *Comply with NPDES General Construction Permit requirements. To reduce or eliminate construction-related water quality effects, the implementing agency shall ensure that transportation improvement projects comply with the requirements of the NPDES General Construction Permit. Project implementation agencies are required to obtain coverage under the General Construction Permit before the onset of any construction activities, where the disturbed area is 1 acre or greater in size.*

*A SWPPP shall be developed by a qualified engineer or erosion control specialist in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be implemented prior to the issuance of any grading permit before construction. The SWPPP shall be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.*

*Compliance and coverage under the NPDES General Construction Permit will require controls of pollutant discharges that utilize BMPs and technology to reduce erosion and sediments to meet*



water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the construction site. Measures may include, temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed to control erosion from disturbed areas.

Final selection of BMPs will be subject to approval by the implementing agency. The implementing agency will verify that an NOI has been filed with the SWRCB, and a SWPPP has been developed before allowing construction to begin.

**Mitigation Measure HYDRO-2:** Implement a Spill Prevention and Control Program. As part of requiring compliance with the NPDES General Construction Permit, the implementing agency and its agents shall develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during all construction activities. The program shall be completed before any construction activities begin.

**Mitigation Measure HYDRO-3:** Implement measures to maintain water quality after construction. The project implementing agencies shall implement source and treatment control measures according to the Placer County Stormwater Quality Program. General site design control measures are required to minimize the volume and rate of stormwater runoff discharge from the project site. General site design control measures incorporated into the project design can include:

- conserving natural areas;
- protecting slopes and channels;
- minimizing impervious areas;
- storm drain identification, and appropriate messaging and signing; and
- minimizing effective imperviousness through the use of turf buffers and/or grass-lined channels, if feasible.

In addition, projects must include treatment control measures, if possible and when feasible, to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving water. Treatment control measures may include, but not be limited to, the following:

- Vegetated buffer strip
- Vegetated swale
- Extended detention basin
- Wet pond
- Constructed wetland
- Detention basin/sand filter
- Porous pavement detention
- Porous landscape detention
- Infiltration basin
- Infiltration trench
- Media filter
- Retention/irrigation
- Proprietary control device

Selection and implementation of these measures shall be based on a project-by-project basis, depending on project size and stormwater treatment needs.

**Dewatering Water Quality Impacts:** Some RTP projects, such as overpasses, underpasses, grade separations, highway interchanges, and other rail crossing structures could require excavation below the ground surface or support structures or foundations secured deep into the ground. Projects that excavate or secure foundations deep in the ground may encounter groundwater. Depending on the location, trenching and excavation associated with these projects may reach depths that can expose the water table and create a direct path to the groundwater basin for contaminants to enter the groundwater system. Primary construction-related contaminants that could reach groundwater would include oil and grease, and construction-related hazardous materials and dewatering effluent.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each transportation RTP project will include detailed project specific geotechnical engineering that would identify the groundwater levels and the need for dewatering. If dewatering was deemed necessary after the appropriate engineering study then the implementing agency would obtain a Dewatering Permit from the Regional Water Quality Control Board and comply with provisions for dewatering. The implementing agency would also need to obtain an NPDES permit and Waste Discharge Requirement before discharging any dewatered effluent to surface water. Implementation of the following mitigation measure would ensure that the RTP would have a **less than significant** impact from these issues.

#### *Mitigation Measures*

**Mitigation Measure HYDRO-4:** *Comply with provisions for dewatering. Before discharging any dewatered effluent to surface water, the implementing agency will obtain an NPDES permit and Waste Discharge Requirement from the Central Valley RWQCB and/or the Lahontan RWQCB, as appropriate. Depending on the volume and characteristics of the discharge, coverage under the NPDES General Construction Permit may be permissible. If coverage under the General Construction Permit is not allowed, the project will conform to requirements of the General Dewatering Permit, issued by the RWQCB and/or other applicable agencies. The project implementation agencies will design and implement measures as necessary so that the discharge limits identified in the relevant permit are met.*

**Response b):** Individual RTP projects, such as road widenings, interchange reconstruction, railway crossings, and other projects would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge. Infiltration rates vary depending on the overlying soil types. In general, sandy soils have higher infiltration rates and can contribute to significant amounts of ground water recharge; clay soils tend to have lower percolation potentials; and impervious surfaces such as pavement significantly reduce infiltration capacity and increase surface water runoff. The amount of new pavement and the extent to which it affects infiltration depends on the site-specific soil type. Projects located in urban areas would have less of an impact than projects converting open lands and spaces.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. However, many of the individual RTP projects are located in urban areas and along existing highways, streets, and roads in which most of the surfaces are already paved or impervious. In addition, extensive storm drainage systems present in these areas currently intercept rainfall and runoff waters, thus limiting the amount of groundwater recharge that occurs. Each project will include detailed project specific drainage plans that control storm water runoff, both during and after construction. The drainage plan will include project specific best management measures that are designed to allow for

natural recharge and infiltration of stormwater. Implementation of the RTP would have a **less than significant** impact from these issues.

**Response c.i-iv):** Individual RTP projects would create new impervious surfaces. This would result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events. In addition, the increase in impervious surfaces, along with the increase in surface water runoff, could increase the non-point source discharge of pollutants. Anticipated runoff contaminants include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. Contributions of these contaminants to stormwater and non-stormwater runoff would degrade the quality of receiving waters. During the dry season, vehicles and other urban activities release contaminants onto the impervious surfaces, where they can accumulate until the first storm event. During this initial storm event, or first flush, the concentrated pollutants would be transported via runoff to stormwater drainage systems. Contaminated runoff waters could flow into the stormwater drainage systems that discharge into rivers, agricultural ditches, sloughs, and channels and ultimately could degrade the water quality of any of these water bodies.

Additionally, some of the RTP projects could potentially alter surface drainage patterns as a result of directly altering flow patterns, or placing structures in a floodway, all of which could yield increased amounts of stormwater runoff and/or redirect flood flows. The construction activities associated with RTP projects, such as road widening, interchange reconstruction, railway crossings, and other projects that convert permeable surfaces or install permanent structures would require stormwater drainage management measures to avoid flooding impacts. The existing storm drainage network in Placer County may not have sufficient capacity to convey the additional runoff from the individual RTP projects. If the storm drainage network is not appropriately designed it could be overwhelmed during a large storm event and result in flooding.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. As previously discussed, the implementing agency would also be required to obtain permits from the Army Corps of Engineers and the Department of Fish and Wildlife if any work is performed within a waterway. Each RTP project will also include detailed project specific floodplain and drainage studies that assess the drainage characteristics and flood risks so that an appropriate storm drainage plan can be prepared to control storm water runoff, both during and after construction. The drainage plan will ultimately include project specific best management measures that are designed to allow for natural recharge and infiltration of stormwater. Implementation of the following mitigation measures would ensure that the RTP would have a **less than significant** impact from these issues.

### **Mitigation Measures**

**Mitigation Measure HYDRO-5:** *Conduct project-level drainage studies. As part of the infrastructure plan, the project implementing agencies and/or their contractors will conduct a drainage study. This study will address the following topics:*

- *A calculation of pre-development runoff conditions and post-development runoff scenarios using appropriate engineering methods. This analysis will evaluate potential changes to runoff through specific design criteria, and account for increased surface runoff.*

- *An assessment of existing drainage facilities within the project area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation, including the sizing of on-site stormwater detention features and pump stations.*
- *A description of the proposed maintenance program for the onsite drainage system.*
- *Standards for drainage systems to be installed on a project/parcel-specific basis.*
- *Proposed design measures to ensure structures are not located within 100-year floodplain areas.*

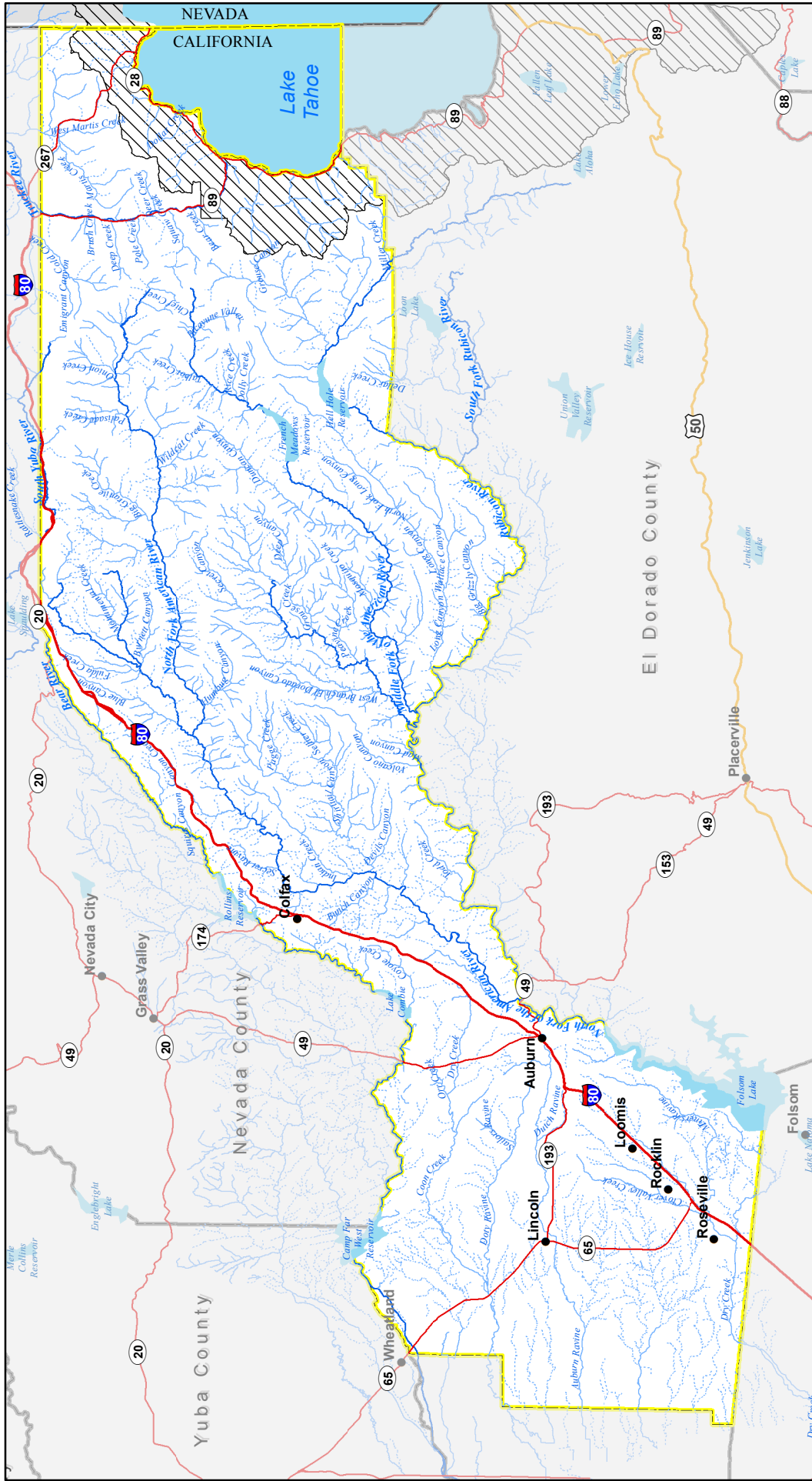
*Drainage systems shall be designed in accordance with the County's, Flood Control Agency's, and other applicable flood control design criteria. As a performance standard, measures to be implemented from those studies will provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and that people and structures are not exposed to additional flood risk.*

**Mitigation Measure HYDRO-6:** *Avoid restriction of flood flows. Proposed projects requiring federal approval or funding shall comply with Executive Order 11988 for floodplain management. Projects shall avoid incompatible floodplain development designs, they will restore and preserve the natural and beneficial floodplain values, and they will maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) shall be prepared and submitted to FEMA where unavoidable construction would occur within 100-year floodplains. The LOMR shall include revised local base flood elevations for projects constructed within flood prone areas. Potential impacts due to flooding as a result of RTP projects are assumed to be alleviated through the FEMA LOMR approval process.*

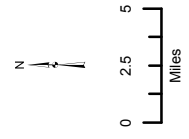
**Mitigation Measure HYDRO-7:** *Avoid project dewatering. Project designs that require continual de-watering activities for the life of the projects shall be avoided if possible. Due to the potential for flooding and destabilizing conditions, project implementation agencies will choose project designs that do not require continual dewatering, if suitable project alternatives exist. Project alternatives may include construction of overpasses, as opposed to below-grade underpasses, which would avoid interception with groundwater.*

**Response d):** The proposed project is not located in a tsunami zone. However, the potential for flood hazards and seiches exist within the planning area. Flood hazards and seiches could generate a potential hazard when they cause a levee or dam to fail. While it would be difficult to determine when and where levees or dams may fail, inundation of buildings and structures and personal injury or death could result. The proposed projects may create structures or obstructions to flood flows from levee or dam failures. However, RTP projects constructed within areas subject to flooding due to dam failure, as mapped by the California and Placer County Offices of Emergency Services, would be built following standard building codes and federal, state, and local regulations; all of which would be adequate to protect against further personal injury or death. Additionally, while construction of individual RTP projects has the potential to release pollutants into the environment, they would be required to comply with all existing regulations and policies. Implementation of the RTP would have a **less than significant** impact from this issue.

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2040 PLACER COUNTY RTP  
 Figure 3: Hydrography Map



- Legend**
- Tahoe Regional Planning Agency Jurisdiction
  - County Boundary
  - Placer County
  - River - Perennial
  - Stream - Perennial
  - Stream - Intermittent

De Novo Planning Group  
 A Land Use Planning, Design, and Environmental Firm

Data sources: California Spatial Information Library, Placer County GIS. Map date: May 29, 2019

*XI. LAND USE AND PLANNING*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	X			
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	X			

*Responses to Checklist Questions*

**Responses a), b):** It has been determined that the potential impacts on land use and planning caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on land use and planning. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

**XII. MINERAL RESOURCES**

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

**Background**

The State Mining and Geology Board (SMGB) prioritizes areas to be classified as containing significant mineral resources and areas to be designated as containing mineral deposits of regional or statewide significance. Mineral Resource Zone (MRZ) categories are used to identify areas identified, undetermined, and unknown mineral resource significance. An MRZ has been established in the southwestern part of the county. Within the MRZ, significant deposits of aggregate have been identified south of Rocklin and significant deposits of gold have been identified near Auburn, Ophir, and Gold Hill.

The U.S. Geological Survey Mineral Resource Data System (MRDS) describes metallic and nonmetallic mineral resources throughout the world and identifies the deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. MRDS data indicates hundreds of records of known mineral resources in Placer County. The majority of resources are historic records. Portions of Placer County, including in the foothills and mountainous areas of the county, were historically renowned for gold deposits. In addition, the primary resources identified include sand and gravel, chromium, clay, stone, silver, and pyrite.

**Responses to Checklist Questions**

**Responses a), b):** An extensive range of mineral resources are found throughout Placer County. Current mineral extraction operations in the county include sand and gravel, clay, stone, and gold. Sand and gravel is used to make various aggregate products necessary for development and maintenance of the urban environment. Revenue generated from sand and gravel is estimated to be several times higher than other minerals mined in the county.

Some individual RTP improvements may be located in the vicinity of land that contains mineral resources. Implementation of the improvements would not directly cause changes resulting in conversion of any mining operations into a different use. Additionally, the individual improvement projects will improve transportation systems in the County, which would provide a beneficial impact for mining operations. Implementation of the proposed project will have a **less than significant** impact on mineral resources.



*XIII. NOISE*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

*Background*

The principal sources of noise in Placer County come from both stationary and mobile sources. Noise sources are classified as mobile sources if they are associated with vehicular traffic, railroad trains, airplanes, and other forms of transportation. Stationary sources refer to noise generated by stationary activities, equipment or site-specific uses.

The major source of mobile noise comes from vehicle traffic on major roadways. Freeways and highways with the largest traffic volumes generate the highest noise levels in the area. Truck routes in particular generate high traffic noise. Other mobile noise sources include train activity on the Union Pacific/Amtrak railroad that run through the County, and aircraft operations at several public and private airports and airstrips in the area, as well as flyovers throughout most of the agricultural areas for crop dusting.

*Responses to Checklist Questions***Response a):**

**General Construction Activities:** The proposed RTP does not directly cause a noise impact, although it could indirectly have noise impacts as a result of development and operation of subsequent RTP projects during both the short and long-term. A majority of the proposed improvements identified in the RTP, with the exception of changes in transit operations, transportation demand management, and regional planning, would require some level of construction. Larger construction-related projects, such as interchange improvements, bridge improvements, and road realignment and widening projects, would be of particular concern given the noise and ground-borne vibration generation potential of these projects.

Noise levels typically associated with roadway construction equipment and distances to predicted noise contours are summarized in Table NOISE-1.

**Table NOISE-1: Construction Equipment Noise Levels**

EQUIPMENT	TYPICAL NOISE LEVEL (dBA) 50 FEET FROM SOURCE		DISTANCE TO NOISE CONTOURS (FEET, dBA $L_{EQ}$ )		
	$L_{MAX}$	$L_{EQ}$	70 dBA	65 dBA	60 dBA
Air Compressor	80	76	105	187	334
Auger/Rock Drill	85	78	133	236	420
Backhoe/Front End Loader	80	76	105	187	334
Blasting	94	74	83	149	265
Boring Hydraulic Jack/Power Unit	80	77	118	210	374
Compactor (Ground)	80	73	74	133	236
Concrete Batch Plant	83	75	94	167	297
Concrete Mixer Truck	85	81	187	334	594
Concrete Mixer (Vibratory)	80	73	74	133	236
Concrete Pump Truck	82	75	94	167	297
Concrete Saw	90	83	236	420	748
Crane	85	77	118	210	374
Dozer/Grader/Excavator/Scraper	85	81	187	334	594
Drill Rig Truck	84	77	118	210	374
Generator	82	79	149	265	472
Gradall	85	81	187	334	594
Hydraulic Break Ram	90	80	167	297	529
Jack Hammer	85	78	133	236	420
Impact Hammer/Hoe Ram (Mounted)	90	83	236	420	748
Pavement Scarifier/Roller	85	78	133	236	420
Paver	85	82	210	374	667
Pile Driver (Impact/Vibratory)	95	88	420	748	1,330
Pneumatic Tools	85	82	210	374	667
Pumps	77	74	83	149	265
Truck (Dump/Flat Bed)	84	80	167	297	529

SOURCES: FHWA 2006

As indicated, maximum intermittent noise levels associated with construction equipment typically range from approximately 77 to 95 dBA  $L_{max}$  at 50 feet. Pile driving and demolition activities involving the use of pavement breakers and jackhammers, and are among the noisiest of activities associated with transportation improvement and construction projects. Depending on equipment usage and duration, average-hourly noise levels at this same distance typically range from approximately 73 to 88 dBA  $L_{eq}$ . Distances to predicted noise contours would, likewise, vary depending on the specific activities conducted and equipment usage. Delivery vehicles, construction employee vehicle trips, and haul truck trips may also contribute to overall construction noise levels.

Increases in ambient noise levels associated with construction projects located near sensitive land uses can result in increased levels of annoyance, as well as potential violation of local noise standards. Construction activities occurring during the more noise-sensitive nighttime hours would be of particular concern, given the potential for increased sleep disruption. Impacts to sensitive receptors resulting from proposed transportation improvement and construction projects would depend on several factors, such as the equipment used, surrounding land uses, shielding provided by intervening structures and terrain, and duration of construction activities.

The following mitigation measure would limit construction to the daytime hours, to the extent feasible, and would require equipment to be properly maintained and muffled. Furthermore, this mitigation measure provides resident notification requirements, and measures to resolve noise

complaints. Implementation of Mitigation Measure NOISE-1 would reduce this impact to a ***less than significant*** level.

***Rail:*** Placer County contains a major railroad, the Amtrak/Union Pacific Railroad. As a result, train noise from freight cars, crossings, and whistles generate noise throughout the county.

The potential for more trips on the existing rail lines is not anticipated to result in substantial and permanent noise increases at sensitive receptors since the noise from additional trains would be sporadic events; the rail lines predate most of the existing development, and the County and the cities have accounted for the existence of these tracks in their land use planning, including planning for development with uses that are not noise-sensitive at these locations. Nonetheless, the anticipated rapid population increase in Placer County may result in a greater number of sensitive receptors located in some areas near existing rail lines.

Mitigation Measure NOISE-1 would require a project-level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels as a result of the project and require measures to attenuate the noise to an acceptable level. Such measures could include constructing earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units. Implementation of Mitigation Measure NOISE-1 would reduce this impact to a ***less than significant*** level.

***Operational Traffic:*** The 2040 RTP does not directly cause a noise impact, although it could indirectly have noise impacts as a result of development and operation of subsequent RTP projects during both the short and long-term. While many of these projects will likely have no effect on the operational noise generation of the facility, some improvement projects, which involve new facilities or capacity enhancements for existing facilities, could affect noise-sensitive land uses. Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from roadway capacity improvements, new transit facilities, etc.).

Placer County and incorporated communities have adopted Noise Elements of their General Plans that establish noise-related policies that, when implemented, protect sensitive receptors from significant noise. The policies that are laid out in the Noise Element(s) are consistent with federal and state regulations designed to protect noise sensitive receptors. During the design process, the implementing agency would be responsible for ensuring that the project is designed consistent with adopted policies and state and federal regulations. Although the policy and regulatory controls for noise-related impacts are in place in the planning area, subsequent improvement projects would result in an increase in traffic noise levels. For most projects, consistency with the adopted policies and established regulations would help to reduce exposure of sensitive receptors to transportation noise levels. In addition, the following mitigation measure would require a project-level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels as a result of the project and require measures to attenuate the noise to an acceptable level. Such measures could include constructing earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units. Implementation of this mitigation measure would reduce this impact to a ***less than significant*** level.

### **Mitigation Measure**

**Mitigation Measures NOISE-1:** Prior to approval of RTP projects, the implementing agency shall perform a project-level noise evaluation. For projects adjacent to noise-sensitive uses, implementing agencies shall consider the following measures:

- Construct vegetative earth berms with mature trees and landscaping to attenuate roadway noise on adjacent residences or other sensitive use, and /or sound walls or other similar sound-attenuating buffers, as appropriate.
- Properly zone, buffer, and restrict development to ensure that future development is compatible with transportation facilities.
- Design projects to maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise generating facilities.
- Improve the acoustical insulation of residential units where setbacks and sound barriers do not sufficiently reduce noise.

**Response b):** Ground-borne vibration and noise levels associated with highway traffic is typically considered to pose no threat to buildings and potential annoyance to people would be minimal. Traffic vibration levels are typically highest associated with truck passbys. Automobile traffic normally generates vibration peaks of one-fifth to one-tenth that of trucks. Based on measurements conducted by Caltrans, even the highest truck generated vibrations, which were measured at approximately 16 feet from the centerline of the near travel-lane, were not found to exceed 0.08 in/sec. This level coincides with the maximum recommended “safe level” for ruins and historical structures.

Construction activities would, however, require the use of off-road equipment which could adversely affect nearby land uses. The highest ground-borne vibration levels would be generated by the use of pile drivers and vibratory rollers. Ground-borne vibration levels associated with proposed construction improvement projects could potentially exceed recommended criteria for structural damage and/or human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby existing land uses. As a result, exposure to construction-generated ground-borne vibration levels would be considered **potentially significant**.

Mitigation Measure NOISE-2 would limit construction to the daytime hours, to the extent feasible, and would require use of equipment with reduced equipment noise/vibration levels, to the extent practical. The level of mitigation would be project and site specific and would include measures normally required by Caltrans, as well as requirements under the General Plan Noise Elements and Noise Ordinances of the applicable jurisdictions. Implementation of the following mitigation measure would reduce this impact to a **less than significant** level.

### **Mitigation Measure**

**Mitigation Measure NOISE-2:** Subsequent projects under the RTP shall be designed and implemented to reduce adverse construction noise and vibration impacts to sensitive receptors, as feasible. Measures to reduce noise and vibration effects may include, but are not limited to:

- Limit noise-generating construction activities to the least noise-sensitive daytime hours, which is generally 6am to 9pm.
- Construction of temporary sound barriers to shield noise-sensitive land uses.

- *Location of noise-generating stationary equipment (e.g., power generators, compressors, etc.) at the furthest practical distance from nearby noise-sensitive land uses.*
- *Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.*
- *Use of equipment noise-reduction devices (e.g., mufflers, intake silencers, and engine shrouds) in accordance with manufacturers' recommendations.*
- *Substituting noise/vibration-generating equipment with equipment or procedures that would generate lower levels of noise/vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.*
- *Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding noise.*
- *Comply with all local noise control and noise rules, regulations, and ordinances.*

**Response c):** Some of the RTP projects are located within close proximity to airports within the County. These improvements are transportation related and do not create residences, or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within Placer County. The proposed project would not expose people residing or working in the project area to excessive noise levels. This is a ***less than significant*** impact.

*XIV. POPULATION AND HOUSING*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	X			

*Responses to Checklist Questions*

**Responses a), b):** It has been determined that the potential impacts on population and housing caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on population and housing. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

**XV. PUBLIC SERVICES**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

*Responses to Checklist Questions*

**Response a):** The proposed project will not directly result in an increased need for any public services or facilities and would not result in any new significant adverse impacts beyond those addressed in the 2036 RTP EIR (PCTPA, 2016a) or the 2036 RTP EIR (PCTPA, 2016b). The individual improvement projects are not anticipated to generate a need for additional public services; however, each will be evaluated when they are designed/engineered. With standard best management practices by the local land use authority and service providers all potential impacts associated with individual improvement projects would be reduced. Implementation of the proposed project itself would have a *less than significant* impact relative to this issue and this topic will not be addressed further in the EIR.

*XVI. RECREATION*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

*Responses to Checklist Questions*

**Responses a), b):** The proposed project itself will not directly result in an increased need for any recreational facilities and would not result in any new significant adverse impacts beyond those addressed in the 2036 RTP EIR (PCTPA, 2016a) or the 2036 RTP EIR (PCTPA, 2016b). The individual improvement projects are not anticipated to generate a need for additional recreation; however, each will be evaluated when they are designed/engineered. With standard best management practices by the local land use authority and recreational providers all potential impacts associated with individual improvement projects would be reduced. Implementation of the proposed project itself would have a *less than significant* impact relative to this issue and this topic will not be addressed further in the EIR.



*XVII. TRANSPORTATION*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	X			
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	X			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
d) Result in inadequate emergency access?	X			

*Responses to Checklist Questions*

**Responses a), b), c), d):** Based on existing and projected traffic volume levels along roadways, it has been determined that the potential transportation impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from transportation. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

**XVIII. TRIBAL CULTURAL RESOURCES**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	X			
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.	X			

*Responses to Checklist Questions*

**Responses ai-ii):** It has been determined that the potential impacts on tribal cultural resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on tribal cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

**XIX. UTILITIES AND SERVICE SYSTEMS**

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		X		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?		X		
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?		X		
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		X		
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?		X		

*Responses to Checklist Questions*

**Response a):** The provision of public services and the construction of onsite and offsite infrastructure improvements may be required to accommodate the development of the proposed RTP. Landscaping that is installed along roadways may require regular application of potable or reclaimed water. Some transit-related projects would involve the construction of transit stations. These transit stations would require small amounts of potable water for restrooms, public drinking water, and landscaping. Additionally, the increased use of transit methods of transportation, such as buses and trains, would involve a minimal increase in the demand for potable water.

Project site specific design is not currently available for RTP improvement projects. Therefore, the location of collection and conveyance infrastructure is yet to be determined. Therefore, the increased demand for water would be evaluated on a project by project basis as part of the CEQA process prior to project approval.

The proposed RTP is not anticipated to require the construction of new water treatment facilities or expansion of existing water treatment facilities for water service. However, because site specific design details are not currently available, Mitigation Measure UTILITIES-1 requires project specific review by the implementing agency prior to project approval. Implementation of Mitigation Measure UTILITIES-1 would reduce this potentially significant impact to a **less than significant** level.

Separately, transportation projects included in the 2040 RTP are not anticipated to require significant additional wastewater service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of wastewater service. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of wastewater services (for toilets, water fountains, and faucets).

The total projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project by project level. Some RTP projects may require new wastewater collection and conveyance infrastructure needed for the proposed project will require trenching/excavation of earth, and placement of pipe within the trenches at specific locations, elevations, and gradients. Project site specific design is not currently available for future RTP improvement projects; therefore, the location of collection and conveyance infrastructure is yet to be determined. Therefore, this is considered a potentially significant impact.

Mitigation Measure UTILITIES-2 requires project level review for transportation projects that require additional wastewater infrastructure upgrades by the implementing agency, which includes the development of applicable mitigation measure that are project specific. Implementation of Mitigation Measure UTILITIES-2 would reduce this potentially significant impact relating to the installation of the wastewater collection and conveyance system infrastructure to a ***less than significant*** level.

Onsite storm drainage would be installed to serve individual RTP improvements throughout the plan area. Most transportation improvements will be on or adjacent to existing transportation facilities. The addition of new impervious surfaces may require additional on-site project drainage and result in additional stormwater flow volumes. Drainage systems are designed on a site-specific basis and project level design criteria are not known at this time.

Because the project site could increase runoff, project impacts to stormwater are considered potentially significant. The following mitigation measure requires the implementing agency to design and install a drainage system that meets performance standards subject to implementing agencies and/or Caltrans review and approval. With the implementation of Mitigation Measure UTILITIES-3, drainage impacts would be reduced to a ***less than significant*** level.

Lastly, transportation projects included in the 2040 RTP may include new new electric power, natural gas, or telecommunications facilities infrastructure. Implementation of Mitigation Measure UTILITIES-4 would reduce this potentially significant impact relating to the installation of the electric power, natural gas, and/or telecommunications infrastructure to a ***less than significant*** level.

#### MITIGATION MEASURES

***Mitigation Measure UTILITIES-1:*** *The implementing agencies and/or Caltrans shall be required to provide CEQA review for all projects that may require additional water treatment upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of water treatment facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects.*

***Mitigation Measure UTILITIES-2:*** *The implementing agencies and/or Caltrans shall be required to provide CEQA review for all projects that require additional wastewater infrastructure upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of*

wastewater treatment and collection facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects. Implementing agencies shall determine appropriate mitigation measures that are project specific.

**Mitigation Measure UTILITIES-3:** *The implementing agencies and/or Caltrans shall require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans, and include a project-specific drainage analysis satisfactory to the jurisdiction's engineer.*

**Mitigation Measure UTILITIES-4:** *The implementing agencies and/or Caltrans shall be required to provide CEQA review for all projects that require electric power, natural gas, and/or telecommunications infrastructure upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of electric power, natural gas, and/or telecommunications infrastructure facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects. Implementing agencies shall determine appropriate mitigation measures that are project specific.*

**Response b):** Transportation projects included in the 2040 RTP are not anticipated to require significant additional potable water service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of potable water service, other than drinking fountains. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of potable water (for faucets, drinking fountains, and landscaping) services.

Landscaping that is installed along roadways may require regular application of potable or reclaimed water. Some transit-related projects would involve the construction of transit stations. These transit stations would require small amounts of potable water for restrooms, public drinking water, and landscaping. Additionally, the increased use of transit methods of transportation, such as buses and trains, would involve a minimal increase in the demand for potable water.

Project site specific design is not currently available for RTP improvement projects, therefore, the amount of Potable water required to serve individual projects is not determined. Therefore, the increased demand for water would need to be evaluated on a project by project basis as part of the CEQA process prior to project approval.

The following mitigation measure requires project specific review by the implementing agency prior to project approval to ensure adequate water supplies are available to serve the proposed project and existing commitments. With implementation of the following mitigation measure any potentially significant impacts related to water supply and availability would be reduced to a **less than significant** level.

#### MITIGATION MEASURE

**Mitigation Measure UTILITIES-5:** *Prior to construction of facilities that would require water service for potable consumption and landscaping purposes, the implementing agency shall secure adequate water supplies to serve the proposed project and undertake project-level review as necessary to provide CEQA compliance. Wherever feasible, facilities shall implement water conservation practices including but not limited to: the use of reclaimed water instead of potable water for landscaping purposes, low flow fixtures, and water efficient landscape design.*

**Response c):** Transportation projects included in the 2040 RTP are not anticipated to require significant additional wastewater service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of wastewater service. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of wastewater services (for toilets, water fountains, and faucets).

The total projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project by project level. With incorporation of the following mitigation measure, implementing agencies would be required to be analyzed on a case by case basis to determine if additional project demand would impact wastewater treatment and collection capacity. Implementation of the following mitigation measure would ensure that there would not be a determination by the wastewater treatment and/or collection provider that there is inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. Implementation of this mitigation measure would reduce this potential impact to a **less than significant** level.

#### MITIGATION MEASURE

**Mitigation Measure UTILITIES-6:** *Prior to construction of facilities that would require wastewater treatment services, the implementing agency shall secure adequate wastewater treatment capacity and undertake project-level review as necessary to provide CEQA compliance.*

**Responses d), e):** Individual RTP projects have the potential to generate a significant quantity of solid waste during construction through demolition, grading, and excavation activities. The Placer County General Plan, as well as most of the city general plans, contains policies to encourage the maximum use of solid waste reduction and recycling, which would include the reuse of asphalt, concrete, aggregate and other road construction materials demolished as a part of a road improvement project. Materials that are not reused would be transported to the nearest landfill and disposed of appropriately.

During operation individual RTP projects are not anticipated to generate significant volumes of solid waste. Several transportation enhancement projects including alternative transit improvements would generate minimal amounts of solid waste including improvements that require restrooms and other areas that would incorporate trash receptacles.

As discussed previously, individual project level design is not known at this time, and individual RTP projects solid waste generation is unknown. Roadway and other transportation improvement projects have the potential to generate significant volumes of solid waste during construction activities. Therefore, this is considered a potentially significant impact.

The following mitigation measure requires project specific review by the implementing agency prior to project approval to ensure receiving landfills have adequate solid waste capacity to serve individual improvement projects. Additionally, this mitigation measure encourages the recycling and reuse of construction materials to reduce solid waste generated by construction and operational activities. With implementation of the following mitigation measure, potentially significant impacts related to solid waste would be reduced to a **less than significant** level.

#### MITIGATION MEASURE

**Mitigation Measure UTILITIES-7:** *Prior to construction of transportation improvements and facilities that generate solid waste or require solid waste services; the implementing agency shall*

*ensure receiving landfills have adequate solid waste capacity to serve additional project waste volumes. Additionally, the implementing agency shall:*

- Require the construction contractor to work with the County Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.*
- Require the amount of solid waste generated during construction to be estimated prior to construction, and appropriate disposal sites will be identified and utilized.*

*For individual projects that include facilities that produce ongoing waste streams (including trash receptacles) the implementing agency shall, where feasible:*

- Require waste reduction strategies including but not limited to: convenient recycling stations (onsite recycling receptacles) at all solid waste collection (trash receptacle) locations. Waste reduction strategies shall be coordinated with the County Recycling Coordinator.*

**XX. WILDFIRE**

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		X		
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?		X		
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?		X		
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?		X		

*Responses to Checklist Questions*

**Responses a), b), c), d):** The proposed project is a regional planning effort developed by the PCTPA that covers all of Placer County, except for Placer County area within the Lake Tahoe Basin. The planning area includes “Very High” Fire Hazard Severity Zones within the State Responsibility Area (SRA), as determined by CAL FIRE. The individual improvements projects would not result in new structures in these areas, but would improve connectivity within the planning area, thereby allowing improved management or wildfires within the planning area. Therefore, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, or expose people or structures to significant wildfire risks.

Nevertheless, there exists the possibility that proposed project could require the installation or maintenance of infrastructure associated with the proposed project that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, the potential for individual projects to exacerbate fire risk or result in temporary or ongoing environmental impacts due to the installation or maintenance of associated infrastructure will need to be analyzed on a project by project level.

Project site specific design is not currently available for RTP improvement projects; therefore, the location of associated infrastructure is yet to be determined. Therefore, installation or maintenance of associated infrastructure would be evaluated on a project by project basis as part of the CEQA process prior to project approval. Since site specific design details are not currently available, Mitigation Measure WILDFIRE-1 requires project specific review by the implementing agency prior to project approval. Implementation of Mitigation Measure WILDFIRE-1 would reduce this potentially significant impact to a *less than significant* level.



## MITIGATION MEASURES

**Mitigation Measure WILDFIRE-1:** *The implementing agencies shall be required to provide CEQA review for all projects that may require the installation or maintenance of infrastructure that could exacerbate fire risk or that could result in temporary or ongoing environmental impacts. Projects shall be analyzed on a case by case basis to determine if installation or maintenance of such infrastructure would cause significant environmental effects.*

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

*Responses to Checklist Questions*

**Responses a), b), c):** As described throughout the analysis above, the proposed project will not result in any changes to General Plan land use designations or zoning districts, would not result in annexation of land, and would not allow development in areas that are not already planned for development in the General Plan and Zoning Ordinance.

Based on existing and projected population and associated traffic volume levels along roadways in Placer County, it has been determined that the potential impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each environmental issue in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact relative to each topic. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

## REFERENCES

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Placer County Transportation Planning Agency (PCTPA). 2016. 2036 Placer County Regional Transportation Plan Final Environmental Impact Report. 2016b. February 8, 2016.

Sacramento Area Council of Governments (SACOG). 2016. 2016 Metropolitan Transportation Commission (MTP)/Sustainable Communities Strategy (SCS). February 2016.

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**Central Valley Regional Water Quality Control Board**

RECEIVED

21 June 2019

JUN 27 2019

PCTPA

Aaron Hot  
Placer County  
299 Nevada Street  
Auburn, CA 95603

**CERTIFIED MAIL**  
7017 2620 0001 1359 0673

**COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, 2040 PLACER COUNTY REGIONAL TRANSPORTATION PLAN PROJECT, SCH#2019060004, PLACER COUNTY**

Pursuant to the State Clearinghouse's 6 June 2019 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the 2040 Placer County Regional Transportation Plan Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically

KARL E. LONGLEY SCD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/)

#### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:  
[https://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/sacsjr\\_201805.pdf](https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities

(Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml)

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/)

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

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<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml)

#### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

#### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

[https://www.waterboards.ca.gov/centralvalley/water\\_issues/water\\_quality\\_certification/](https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/)

#### **Waste Discharge Requirements – Discharges to Waters of the State**

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.



For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:  
[https://www.waterboards.ca.gov/centralvalley/water\\_issues/waste\\_to\\_surface\\_water/](https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/)

### **Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

### **Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at:  
[https://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/regulatory\\_information/for\\_growers/coalition\\_groups/](https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/) or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 11-100 acres are currently \$1,277 + \$8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

#### **Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order.

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:  
[https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2016-0076-01.pdf](https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf)

#### **NPDES Permit**

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:  
<https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4812  
or [Jordan.Hensley@waterboards.ca.gov](mailto:Jordan.Hensley@waterboards.ca.gov).

A handwritten signature in black ink, appearing to read 'Jordan Hensley', written in a cursive style.

Jordan Hensley  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,  
Sacramento

**NATIVE AMERICAN HERITAGE COMMISSION**  
Cultural and Environmental Department

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691 Phone (916) 373-3710  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
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Twitter: @CA\_NAHC



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JUL - 8 2019

PCTPA

July 1, 2019

Aaron Hoy  
Placer County  
299 Nevada St.  
Auburn, CA 95603

RE: SCH# 2019060004 2040 Placer County Regional Transportation Plan, Placer County

Dear Mr. Hoy:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. if part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: [Katy.Sanchez@nahc.ca.gov](mailto:Katy.Sanchez@nahc.ca.gov).

Sincerely,



for Katy Sanchez  
Associate Environmental Planner

cc: State Clearinghouse



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SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)  
TRAFFIC/EMISSIONS DATA FOR AIR QUALITY & GHG SECTIONS

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Ozone

	2016		2035		2040	
	Placer County	Regional Total	Placer County	Regional Total	Placer County	Regional Total
Vehicle Population	276,970	1,563,232	376,088	1,941,716	401,392	2,052,374
VMT	10,022,473	54,959,678	12,206,169	64,397,919	12,756,848	66,656,441
Trips	1,736,862	9,800,532	2,276,502	11,801,841	2,424,601	12,454,375
Total ROG (Tons/Day)	3.39	20.70	1.57	8.38	1.44	7.47
Total Nox (Tons/Day)	6.97	36.00	2.22	10.26	2.13	9.58

Placer County

	Gasoline Consumption (1000 gal/day)		Diesel Consumption (1000 gal/day)		Total Fuel Consumption (1000 gal/day)	
	Placer County	Regional Total	Placer County	Regional Total	Placer County	Regional Total
2016	484	2,704	106	466	591	3,170
2035	324	1,750	140	571	464	2,321
2040	326	1,735	145	592	470	2,327

Note: 1) The geography of ozone, PM2.5, and GHG are different. See tab Map.

2) All fuel uses match the pollutant geography.

3) All emissions and fuel use are estimated with EMFAC2014.

4) GHG estimates for 2035 and 2040 are from SACOG 2020 MTP/SCS EIR scenarios. No offmodel adjustment is applied.

	2016		2035		2040	
	Placer County	Regional Total	Placer County	Regional Total	Placer County	Regional Total
Vehicle Population	240,292	1,594,096	335,462	1,977,563	359,601	2,091,011
VMT	8,598,847	56,143,431	10,568,153	65,710,832	11,064,846	68,029,609
Trips	1,507,205	9,998,932	2,027,773	12,020,983	2,169,101	12,691,294
Total PM 2.5 (Tons/Day)	0.27	1.74	0.26	1.57	0.27	1.60

**Placer County**

	Gasoline Consumption (1000 gal/day)		Diesel Consumption (1000 gal/day)		Total Fuel Consumption (1000 gal/day)	
	Placer County	Regional Total	Placer County	Regional Total	Placer County	Regional Total
2016	372	2,450	81	481	453	2,931
2035	251	1,577	113	578	364	2,155
2040	252	1,563	118	598	370	2,162

	2016		2035		2040	
	Placer County	Regional Total	Placer County	Regional Total	Placer County	Regional Total
Vehicle Population	245,558	1,477,779	342,180	1,872,639	365,603	1,981,866
VMT	8,895,500	52,435,230	10,809,939	61,594,109	11,295,845	63,723,787
Trips	1,538,140	9,220,223	2,150,294	11,743,489	2,296,772	12,431,187
Total CO2 (tons/Day)	4,147.88	24,428.13	5,041.86	28,493.79	5,266.70	29,519.87
	<b>2016</b>		<b>2035</b>		<b>2040</b>	
Person Population	363,896	2,376,311	479,382	2,903,090	505,083	2,996,832
VMT Per Capita	24.45	22.07	22.55	21.22	22.36	21.26
CO2 Per Capita (lbs/Day)	22.80	20.56	21.03	19.63	20.85	19.70
% Reduction in VMT Per Capita			-7.8%		-8.5%	
% Reduction in CO2 Per Capita (lbs/Day)			-7.7%		-8.5%	
<b>Placer County</b>						
	<b>Gasoline Consumption (1000 gal/day)</b>		<b>Diesel Consumption (1000 gal/day)</b>		<b>Total Fuel Consumption (1000 gal/day)</b>	
	Placer County	Regional Total	Placer County	Regional Total	Placer County	Regional Total
2016	442	2,606	3	14	444	2,620
2035	533	3,011	5	27	538	3,038
2040	557	3,119	5	28	561	3,147

# Figure 1. Air Quality Conformity Geographies by Attainment Area Designation

2016 Metropolitan Transportation Plan and Sustainable Communities Strategy Amendment #2  
2019/22 Metropolitan Transportation Improvement Program  
Source: SACOG, June 2018

