

Appendix E

Regional Plans and Local General Plans

E. Regional Plans and Local General Plans

This appendix summarizes relevant regional and local land use plans applicable to Valley Rail Sacramento Extension Project improvements. This analysis is focused on relevant regional and local plans in jurisdictions where Valley Rail Sacramento Extension proposed stations would be. The Valley Rail Sacramento Extension Project corridor runs through two counties, including three incorporated cities. Table E-1 and Table E-2 list the regional plans and local general plans considered during the preparation of this analysis.

Table E-1. List of General Plans

General Plans (South to North)
<p><i>San Joaquin County General Plan 2035 (County of San Joaquin 2016)</i> Available at: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/General%20Plan%202035/GENERAL%20PLAN%202035.pdf</p>
<p><i>Sacramento County General Plan of 2005-2030 (County of Sacramento 2017)</i> Available at: https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/GeneralPlan.aspx</p>
<p><i>City of Sacramento General Plan 2035 (City of Sacramento 2015)</i> Available at: http://www.cityofsacramento.org/Community-Development/Resources/Online-Library/2035--General-Plan</p>

Table E-2. List of Regional and Local Plans (including Specific, Area, and Precise Plans)

Regional and Local Plans
<p><i>Delta Plan (Delta Stewardship Council 2013)</i> Available at: https://deltacouncil.ca.gov/delta-plan/</p>
<p>San Joaquin County</p>
<p><i>San Joaquin Blueprint (San Joaquin Valley Regional Policy Council 2009)</i> Available at: http://www.valleyblueprint.org/</p>
<p><i>Draft Central Valley Flood Protection Plan 2017 Update (DWR 2016)</i> Available at: http://cvfppb.ca.gov/cvfpp/</p>
<p><i>San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy for San Joaquin County 2014-2040 (San Joaquin Council of Governments 2018)</i> Available at: https://www.sjcog.org/278/Adopted-2018-RTPSCS</p>
<p><i>Regional Transit Systems Plan (San Joaquin Council of Governments 2016)</i> Available at: https://www.sjcog.org/DocumentCenter/View/1183/Regional-Transit-Systems-Plan---Final?bidId=</p>
<p><i>Interregional Transportation Demand Management Action Plan Final Report (San Joaquin Council of Governments and Sacramento Council of Governments 2015)</i> Available at: https://www.sjcog.org/DocumentCenter/View/958/Interregional-TDM-Action-Plan-Final-Report---April-2015</p>

Regional and Local Plans
<p><i>Park-and-Ride Lot Master Plan (San Joaquin Council of Governments 2007)</i> Available at: https://www.sjcog.org/DocumentCenter/View/460/SJC-Park-and-Ride-Master-Plan---October-2007?bidId=</p>
<p><i>San Joaquin County Regional Congestion Management Program: 2018 Update (San Joaquin County 2018)</i> Available at: https://www.sjcog.org/DocumentCenter/View/4260/-2018-Adopted-RCMP-PDF?bidId=</p>
<p><i>Short Range Transit Plan 2018/19-2027/28 San Joaquin Regional Transit District (San Joaquin Regional Transit District 2019)</i> Available at: http://sanjoaquinrtd.com/short-range-transit-plan/</p>
<p><i>San Joaquin County Coordinated Transportation Plan (San Joaquin Regional Transit District 2012)</i> Available at: http://sanjoaquinrtd.com/san-joaquin-county-coordinated-transportation-plan/</p>
<p><i>San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (County of San Joaquin 2000)</i> Available at: https://ca-sjcog2.civicplus.com/DocumentCenter/View/5/Habitat-Planpdf?bidId=</p>
<p>Sacramento County</p>
<p><i>Sacramento Region Blueprint (Sacramento Area Council of Governments 2004)</i> Available at: https://www.sacog.org/sacramento-region-blueprint</p>
<p><i>2020 Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (Sacramento Area Council of Governments 2019)</i> Available at: https://www.sacog.org/sites/main/files/file-attachments/2020_mtp-scs.pdf?1580330993</p>
<p><i>SACOG Public Transit and Human Services Transportation Coordinated Plan (Sacramento Area Council of Governments 2019)</i> Available at: https://www.sacog.org/sites/main/files/file-attachments/final_sacog_coordinated_plan_august_15_2019_w-reso_signed.pdf?1567013175</p>
<p><i>SACOG TDM Strategic Plan (Sacramento Area Council of Governments 2016)</i> Available at: https://www.sacog.org/sites/main/files/file-attachments/final_draft_tdm_strategic_plan_5-18-16.pdf?1463679942</p>
<p><i>Sacramento Regional Transit District Strategic Plan 2015-2020 (Sacramento Regional Transit District 2015)</i> Available at: https://www.sacrt.com/aboutrt/documents/RT%20Strategic%20Plan%202015.pdf</p>
<p><i>Sacramento Regional Transit District Short Range Transit Plan FY 2012 – FY 2022 (Sacramento Regional Transit District 2012)</i> Available at: http://www.sacrt.com/documents/Planning/2012draftSRTP.pdf</p>
<p><i>South Sacramento Habitat Conservation Plan (County of Sacramento, City of Galt, City of Rancho Cordova, Sacramento County Water Agency, and Southeast Connector Joint Powers Authority 2018)</i> Available at: https://www.southsachcp.com/sshcp-chapters---final.html</p>

Regional and Local Plans
<p><i>Climate Action Plan (Sacramento County 2011)</i> Available at: https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/CAP.aspx</p>
<p>City of Sacramento</p>
<p><i>City of Sacramento Bicycle Master Plan (City of Sacramento 2016)</i> Available at: http://www.cityofsacramento.org/-/media/corporate/files/public-works/transportation/bicycle-master-plan/sacramento-2016-bicycle-master-plan.pdf</p>
<p><i>City of Sacramento Pedestrian Master Plan (City of Sacramento 2006)</i> Available at: https://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Publications/Transportation/Bicycle-Pedestrian/Sac-Ped-Plan_9-06.pdf?la=en</p>

E.1 Land Use Plan Consistency Analysis

The San Joaquin Joint Powers Authority (SJJPA), a state joint powers agency, and the San Joaquin Regional Rail Commission (SJRRC) propose improvements within and outside of the Union Pacific Railroad (UPRR) right-of-way (ROW). The Interstate Commerce Commission Termination Act (ICCTA) affords railroads engaged in interstate commerce considerable flexibility in making necessary improvements and modifications to rail infrastructure, subject to the requirements of the Surface Transportation Board. ICCTA broadly preempts state and local regulation of railroads, and this preemption extends to the construction and operation of rail lines. Therefore, activities in existing UPRR ROW are exempt from local building and zoning codes and other land use ordinances. Project improvements proposed outside of the UPRR ROW, however, would be subject to regional and local plans and regulations. Although ICCTA does broadly preempt state and local regulation of railroads, SJJPA and SJRRC intend to obtain local agency permits for construction of facilities that fall outside of the UPRR ROW, even though SJRRC has not determined that such permits are legally necessary, and such permits may not be required.

The plans presented above were considered during the preparation of the environmental impact report and were reviewed to assess whether the proposed project would be consistent with the plans of relevant jurisdictions. Table E-3 summarizes the proposed project’s general consistency with these plans.

Regional/Local Plan	Consistency
<p><i>San Joaquin County General Plan 2035 (County of San Joaquin 2016)</i> Available at: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/P_lanning/General%20Plan%202035/GENERAL%20PLAN%202035.pdf</p>	<p>Potentially Inconsistent. Portions of the Lodi Station and Lodi Station South Alternative would be located in areas designated and zoned for agricultural uses. This would conflict with Policy LU-1.1, LU-2.1, and TM-1.12. However, Phase I improvements would be consistent with general plan policies related to supporting alternative transportation modes and expanding rail service.</p>
<p><i>Sacramento County General Plan of 2005-2030 (County of Sacramento 2017)</i> Available at: https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/GeneralPlan.aspx</p>	<p>Potentially Inconsistent. Portions of the Natomas/Sacramento Airport Station, Natomas Maintenance and Layover Facility, and the West Elkhorn Boulevard overpass would be sited in areas designated <i>Natural Preserve</i> or <i>Agricultural Cropland</i>. This would conflict with Policy LU-86 and OS-2 which aims to maintain open space and restrict certain industries in agricultural areas. Phase II improvements would also be inconsistent with policies related to reducing greenhouse gas emissions. However, Phase I improvements would be consistent with general plan policies related to provide an interconnected transportation system and reduce greenhouse gas emissions.</p>
<p><i>City of Sacramento General Plan 2035 (City of Sacramento 2015)</i> Available at: http://www.cityofsacramento.org/Community-Development/Resources/Online-Library/2035--General-Plan</p>	<p>Potentially Inconsistent. A portion of the West Elkhorn Boulevard overpass would be sited in areas designated as <i>Agricultural Cropland</i>. This would conflict with Policy ER 4.2.1 which aims to protect agricultural lands. However, Phase I and Phase II improvements would be consistent with general plan policies related to supporting an integrated and expanded transportation system.</p>
<p><i>Delta Plan (Delta Stewardship Council 2013)</i> Available at: https://deltacouncil.ca.gov/delta-plan/</p>	<p>Consistent. The proposed project would not induce land use changes that would result in new or unplanned growth around station sites. The proposed project would be consistent with applicable policies in the Delta Plan and prior to implementation, the San Joaquin Regional Rail Council will submit a certificate of consistency with the Delta Plan. No conflicts with the Delta Plan are anticipated to occur.</p>
<p><i>San Joaquin Blueprint (San Joaquin Valley Regional Policy Council 2009)</i> Available at: http://www.valleyblueprint.org/</p>	<p>Consistent. The proposed project would be consistent with the <i>San Joaquin Valley Blueprint</i> smart goal principles of providing a variety of transportation choices, enhancing the economic vitality of the region, and supporting actions that encourage environmental resource management.</p>
<p><i>Draft Central Valley Flood Protection Plan 2017 Update (DWR 2016)</i> Available at: http://cvfpp.ca.gov/cvfpp/</p>	<p>Consistent. The proposed project would be required to comply with the <i>Central Valley Flood Protection Plan</i> and obtain all necessary permits. No conflicts with the Draft Central Valley Flood Protection Plan are anticipated to occur.</p>

Regional/Local Plan	Consistency
<p><i>San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy for San Joaquin County 2014-2040 (San Joaquin Council of Governments 2018)</i> Available at: https://www.sjcog.org/278/Adopted-2018-RTPSCS</p>	<p>Potentially Inconsistent. Portions of the Lodi Station and Lodi Station South Alternative would be sited in areas with agricultural resources. This would conflict with Strategy 1. However, Phase I improvements would be consistent with plan policies related to improving air quality and supporting the increase in transportation options.</p>
<p><i>Regional Transit Systems Plan (San Joaquin Council of Governments 2016)</i> Available at: https://www.sjcog.org/DocumentCenter/View/1183/Regional-Transit-Systems-Plan---Final?bidId=</p>	<p>Consistent. The proposed project would be consistent with <i>Regional Transit Systems Plan</i> areas of action of examining rail service to serve new markets and enhancing service to current markets and implementing new service types to attract riders to transit or other public transportation options. No conflicts with the <i>Regional Transit Systems Plan</i> are anticipated to occur.</p>
<p><i>Interregional Transportation Demand Management Action Plan Final Report (San Joaquin Council of Governments and Sacramento Council of Governments 2015)</i> Available at: https://www.sjcog.org/DocumentCenter/View/958/Interregional-TDM-Action-Plan-Final-Report---April-2015</p>	<p>Consistent. Many of the Phase I and Phase II improvements would be constructed along and in the existing rail lines and ROW. The proposed project would not considerably impede the goals presented in the <i>Interregional Transportation Demand Management Action Plan</i>. The plan is largely focused on initiatives to reduce congestion on the I-5 and SR-99 corridor. The proposed project would be consistent with the plan. No conflicts with the <i>Interregional Transportation Demand Management Action Plan</i> are anticipated to occur.</p>
<p><i>Park-and-Ride Lot Master Plan (San Joaquin Council of Governments 2007)</i> Available at: https://www.sjcog.org/DocumentCenter/View/460/SJC-Park-and-Ride-Master-Plan---October-2007?bidId=</p>	<p>Consistent. Many of the Phase I and Phase II improvements would be constructed along and in the existing rail lines and ROW. The proposed project would not considerably impede the expanded park-and-ride lot efforts of the <i>Park-and-Ride Master Plan</i>. No conflicts with the <i>Park-and-Ride Lot Master Plan</i> are anticipated to occur.</p>
<p><i>San Joaquin County Regional Congestion Management Program: 2018 Update (San Joaquin County 2018)</i> Available at: https://www.sjcog.org/DocumentCenter/View/4260/-2018-Adopted-RCMP-PDF?bidId=</p>	<p>Consistent. The proposed project supports the types of transit projects included in the congestion management plan capital improvement program. No conflicts with the <i>San Joaquin County Regional Congestion Management Program: 2018 Update</i> are anticipated to occur.</p>

Regional/Local Plan	Consistency
<p><i>Short Range Transit Plan 2018/19-2027/28 San Joaquin Regional Transit District (San Joaquin Regional Transit District 2019)</i> Available at: http://sanjoaquinrtd.com/short-range-transit-plan/</p>	<p>Consistent. The proposed project would expand rail service and reduce transportation-related emissions in San Joaquin County. The proposed project would be consistent the plan's goals to reduce traffic congestion and air pollution in the San Joaquin Valley and develop transit services to meet the community's transit needs. No conflicts with the <i>Short Range Transit Plan</i> are anticipated to occur.</p>
<p><i>San Joaquin County Coordinated Transportation Plan (San Joaquin Regional Transit District 2012)</i> Available at: http://sanjoaquinrtd.com/san-joaquin-county-coordinated-transportation-plan/</p>	<p>Consistent. The proposed project expands passenger rail service in San Joaquin County. The proposed project would not considerably impede the expanded transit efforts for individuals with disabilities, older adults, and people with low-incomes of the <i>San Joaquin County Coordinated Transportation Plan</i>. No conflicts with the <i>San Joaquin County Coordinated Transportation Plan</i> are anticipated to occur.</p>
<p><i>San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (County of San Joaquin 2000)</i> Available at: https://ca-sjcog2.civicplus.com/DocumentCenter/View/5/Habitat-Planpdf?bidId=</p>	<p>Consistent. The proposed project seeks to be consistent with the prescriptions of the <i>San Joaquin County Multi-Species Habitat Conservation and Open Space Plan</i> (SJMSCP) and to not impair implementation of the SJMSCP in any way. The SJJPA and SJRRC would obtain a project-specific incidental take permits for listed species, including those covered under the SJMSCP, as applicable. No conflicts with the SJMSCP are anticipated to occur.</p>
<p><i>Sacramento Region Blueprint (Sacramento Area Council of Governments 2004)</i> Available at: https://www.sacog.org/sacramento-region-blueprint</p>	<p>Potentially Inconsistent. Phase I and Phase II improvements would be inconsistent with the blueprint principles of conserving open space, agriculture, wildlife, and habitat areas in the region. However, Phase I and Phase II improvements would support the blueprint by providing an alternative to single-occupancy vehicles and reducing transportation-related emissions.</p>
<p><i>2020 Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (Sacramento Area Council of Governments 2019)</i> Available at: https://www.sacog.org/sites/main/files/file-attachments/2020_mtp-scs.pdf?1580330993</p>	<p>Potentially Inconsistent. Portions of the North Elk Grove Station and Natomas/Sacramento Airport Station would be sited in areas designated for agriculture, open space, and natural preserve areas. Portions of the Natomas Maintenance and Layover Facility and West Elkhorn Boulevard overpass would also be situated in areas designated for agriculture and natural preserve areas. This would conflict with Policy 19. However, Phase I and Phase II improvements would be consistent with policies related to contributing to an integrated, multimodal transit system.</p>
<p><i>SACOG Public Transit and Human Services Transportation Coordinated Plan (Sacramento Area Council of Governments 2019)</i> Available at: https://www.sacog.org/sites/main/files/file-attachments/final_sacog_coordinated_plan_aug_ust_15_2019_w-reso_signed.pdf?1567013175</p>	<p>Consistent. The proposed project would expand passenger rail service in Sacramento County. The proposed project would not considerably impede the goals or strategies of the <i>Public Transit and Human Services Transportation Coordinated Plan</i>. No conflicts with the <i>Public Transit and Human Services Transportation Coordinated Plan</i> are anticipated.</p>

Regional/Local Plan	Consistency
<p><i>SACOG TDM Strategic Plan (Sacramento Area Council of Governments 2016)</i> Available at: https://www.sacog.org/sites/main/files/file-attachments/final_draft_tdm_strategic_plan_5-18-16.pdf?1463679942</p>	<p>Consistent. The proposed project would expand passenger rail service in Sacramento County. The proposed project would not considerably impede the goals or strategies of the <i>TDM Strategic Plan</i>. No conflicts with the <i>TDM Strategic Plan</i> are anticipated.</p>
<p><i>Sacramento Regional Transit District Strategic Plan 2015-2020 (Sacramento Regional Transit District 2015)</i> Available at: https://www.sacrt.com/aboutrt/documents/RT%20Strategic%20Plan%202015.pdf</p>	<p>Consistent. Phase I and Phase II improvements would be consistent with plan goals to improve access within and between communities and create new and modify existing services to better meet community needs. The proposed project would expand passenger rail service in Sacramento County. The proposed project would not considerably impede the goals of the <i>Strategic Plan</i>. No conflicts with the <i>Strategic Plan</i> are anticipated to occur.</p>
<p><i>Sacramento Regional Transit District Short Range Transit Plan FY 2012 – FY 2022 (Sacramento Regional Transit District 2012)</i> Available at: http://www.sacrt.com/documents/Planning/2012draftSRTP.pdf</p>	<p>Consistent. Phase I and Phase II improvements would be consistent with plan goals to enhance regional mobility by providing transit services. The proposed project would expand passenger rail service in Sacramento County. The proposed project would not considerably impede the goals of the <i>Short Range Transit Plan</i>. No conflicts with the <i>Short Range Transit Plan</i> are anticipated to occur.</p>
<p><i>South Sacramento Habitat Conservation Plan (County of Sacramento, City of Galt, City of Rancho Cordova, Sacramento County Water Agency, and Southeast Connector Joint Powers Authority 2018)</i> Available at: https://www.southsachcp.com/sshcp-chapters---final.html</p>	<p>Consistent. The <i>South Sacramento Habitat Conservation Plan (SSHCP)</i> is a habitat-based plan; therefore, compliance with the SSHCP is required when projects will result in a change of natural land covers even if there is not incidental take of species. The SJJPA and SJRRC would obtain a project-specific incidental take permits for listed species, including those covered under the SSHCP, as applicable. No conflicts with the SSHCP are anticipated to occur.</p>
<p><i>Climate Action Plan (Sacramento County 2011)</i> Available at: https://planning.saccounty.net/Plans and Project sIn-Progress /Pages/CAP.aspx</p>	<p>Consistent. The proposed project would be consistent with plan strategies to facilitate greenhouse gas emissions reduction in the community. Although the proposed project would increase railroad-related emissions by introducing service using diesel-powered locomotives in the jurisdictions the alignment traverses, the improvements are expected to result in a transportation mode shift (e.g., attract passengers who otherwise would have driven their cars). This shift would reduce travel by personal (household) automobiles, reducing mobile source emissions and congestion. No conflicts with the <i>Climate Action Plan</i> are anticipated to occur.</p>

Regional/Local Plan	Consistency
<p><i>City of Sacramento Bicycle Master Plan (City of Sacramento 2016)</i> Available at: http://www.cityofsacramento.org/-/media/corporate/files/public-works/transportation/bicycle-master-plan/sacramento-2016-bicycle-master-plan.pdf</p>	<p>Consistent. The proposed project would be consistent with plan goals to increase bicycle safety, increase connectivity, and increase equity. Phase I improvements, including development of stations, would enhance bicycle and pedestrian safety and access and encourage active transportation, through construction of new bicycle/pedestrian facilities (e.g., sidewalks, signalized crossings, bicycle/pedestrian paths) and upgrades to existing bicycle/pedestrian facilities. Phase I improvements would be designed to integrate with and enhance existing bicycle and pedestrian connections, and would not negatively affect the safety or quality of these existing facilities. No conflicts with the <i>City of Sacramento Bicycle Master Plan</i> are anticipated to occur.</p>
<p><i>City of Sacramento Pedestrian Master Plan (City of Sacramento 2006)</i> Available at: https://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Publications/Transportation/Bicycle-Pedestrian/Sac-Ped-Plan_9-06.pdf?la=en</p>	<p>Consistent. The proposed project would be consistent with Goal 1, Goal 2, Goal 7, and Goal 12 of the <i>City of Sacramento Pedestrian Master Plan</i> to provide a continuous and cohesive pedestrian network and improve pedestrian safety at intersections. Phase I improvements would enhance bicycle and pedestrian safety and access and encourage active transportation, through construction of new bicycle/pedestrian facilities (e.g., sidewalks, signalized crossings, bicycle/pedestrian paths) and upgrades to existing bicycle/pedestrian facilities. Phase I improvements would be designed to integrate with and enhance existing bicycle and pedestrian connections, and would not negatively affect the safety or quality of these existing facilities. No conflicts with the <i>City of Sacramento Pedestrian Master Plan</i> are anticipated to occur.</p>

Acronyms:

- ICCTA Interstate Commerce Commission Termination Act
- ROW right-of-way
- SJJPA San Joaquin Joint Powers Authority
- SJMSCP San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
- SJRRRC San Joaquin Regional Rail Commission
- SSHCP South Sacramento Habitat Conservation Plan
- UPRR Union Pacific Railroad