



Revised Negative Declaration

Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations and pursuant to the Procedures for Preparation and Processing of Environmental Documents adopted by the County of Sacramento pursuant to Sacramento County Ordinance No. SCC-116, the Environmental Coordinator of Sacramento County, State of California, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Negative Declaration re: The Project described as follows:

1. **Control Number:** PLER2019-00099
2. **Title and Short Description of Project:** Active Transportation Plan

The Active Transportation Plan (ATP) provides policy, program, and infrastructure recommendations to improve active transportation (biking, walking, and rolling) within unincorporated Sacramento County. While many of the implementation measures are centered on policy, analysis, and monitoring, the ATP has proposed a myriad of infrastructure improvements including, new or upgraded pedestrian and bicycle facilities, lighting improvements, and safety enhancements at major intersections. The proposed infrastructure recommendations consist of 192 miles of sidewalk, 1,203 miles of bike lanes, and intersection and safety improvements at 192 locations. The ATP will replace the previously adopted Sacramento County Pedestrian Master Plan and the Bicycle Master Plan within the Sacramento County General Plan.

The ATP Initial Study/Negative Declaration focuses on the potential environmental effects of the adoption of the ATP. Specific development is not proposed under the ATP, and adoption of this CEQA document would not authorize any development. Future individual projects within the ATP will be subject to further environmental review. The ATP itself contains various programs, policies and recommendations pertaining to the development of pedestrian and bicycle facilities.

The project description has been revised to detail the specific land use entitlements requested.

Details of Request:

1. **Adopt the Sacramento County Active Transportation Plan.**
2. **A General Plan Amendment to modify text in the Air Quality, Circulation, and Environmental Justice Elements to remove reference of Bicycle and Pedestrian Master Plans to be replaced by the proposed Sacramento County Active Transportation Plan (ATP).**
3. **A Zoning Ordinance Amendment to amend the Old Florin Town Special Planning Area to be consistent with the trail system identified in the ATP.**

Within the initial study, analysis in the land use discussion has been updated to address the trail re-alignment in the Old Florin Town SPA. The proposed amendments to the Old Florin Town SPA were made through a specific project within the plan area; the ATP summarizes the approved trail modifications made through that project approval.

3. **Assessor's Parcel Number:** Various
4. **Location of Project:** Countywide
5. **Project Applicant:** County of Sacramento Department of Transportation

6. Said project will not have a significant effect on the environment for the following reasons:
 - a. It will not have the potential to 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, 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.
 - b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
 - c. It will not have impacts, which are individually limited, but cumulatively considerable.
 - d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.
7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.
8. The attached Initial Study has been prepared by the Sacramento County Office of Planning and Environmental Review in support of this Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

[Original Signature on File]

Joelle Inman

Environmental Coordinator

County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY-REVISED

PROJECT INFORMATION

CONTROL NUMBER: PLER2019-00099

NAME: Active Transportation Plan

LOCATION: Countywide

ASSESSOR'S PARCEL NUMBER: Various

APPLICANT: County of Sacramento Department of Transportation

PREFACE

The Negative Declaration (ND) for the Active Transportation Plan (ATP) Project was released on May 13, 2022 and the public review period concluded on June 13, 2022. In July of 2022, it was noted that the Old Florin Town Special Planning Area (SPA) will require amendments to ensure consistency with the ATP.

The project description has been revised to detail the specific land use entitlements requested.

Details of Request:

- 1. Adopt the Sacramento County Active Transportation Plan.**
- 2. A General Plan Amendment to modify text in the Air Quality, Circulation, and Environmental Justice Elements to remove reference of Bicycle and Pedestrian Master Plans to be replaced by the proposed Sacramento County Active Transportation Plan (ATP).**

A ZONING ORDINANCE AMENDMENT TO AMEND THE OLD FLORIN TOWN SPECIAL PLANNING AREA TO BE CONSISTENT WITH THE TRAIL SYSTEM IDENTIFIED IN THE ATP.

PROJECT DESCRIPTION

The Active Transportation Plan (ATP) provides policy, program, and infrastructure recommendations to improve active transportation (biking, walking, and rolling) within unincorporated Sacramento County. While many of the implementation measures are centered on policy, analysis, and monitoring, the ATP has proposed a myriad of infrastructure improvements including, new or upgraded pedestrian and bicycle facilities, lighting improvements, and safety enhancements at major intersections. The proposed infrastructure recommendations consist of 192 miles of sidewalk, 1,203 miles of bike lanes, and intersection and safety improvements at 192 locations. The ATP will replace the previously adopted Sacramento County Pedestrian Master Plan and the Bicycle Master Plan within the Sacramento County General Plan.

This document is the Initial Study/Mitigated Negative Declaration on the potential environmental effects of the adoption of the Sacramento County Active Transportation Plan (ATP). Specific development is not proposed under the ATP, and adoption of this CEQA document would not authorize any development. Future individual projects within the ATP will be subject to further environmental review. The ATP itself contains various programs, policies and recommendations pertaining to the development of pedestrian and bicycle facilities.

- 1. Adopt the Sacramento County Active Transportation Plan.**
- 2. A General Plan Amendment to modify text in the Air Quality, Circulation, and Environmental Justice Elements to remove reference of Bicycle and Pedestrian Master Plans to be replaced by the proposed Sacramento County Active Transportation Plan (ATP).**
- 3. A Zoning Ordinance Amendment to amend the Old Florin Town Special Planning Area to be consistent with the trail system identified in the ATP.**

The Draft ATP is available for review online at:

<https://sacdot.saccounty.gov/Pages/Active%20Transportation.aspx>

PROJECT SUMMARY

The ATP is a tool for guiding County staff, public officials, residents and developers to build a balanced transportation system that supports and encourages active modes of travel. Active transportation includes walking, biking and rolling (mobility devices, skateboards, scooters, etc.).

The proposed pedestrian and bicycle networks are designed to fulfill the vision for walking and bicycling around the County. The networks include shared-use paths, bike lanes and routes, sidewalks and crosswalk improvements. The proposed networks are designed to build upon existing bikeways and sidewalks, to connect to cities and neighborhoods, to provide access to key destinations and to serve as recreational assets.

The components of the ATP were developed with the following primary considerations:

- Connectivity to key destinations, especially schools, parks and transit;
- Collision history;
- Previous plans; and,
- Public comment

ENVIRONMENTAL SETTING

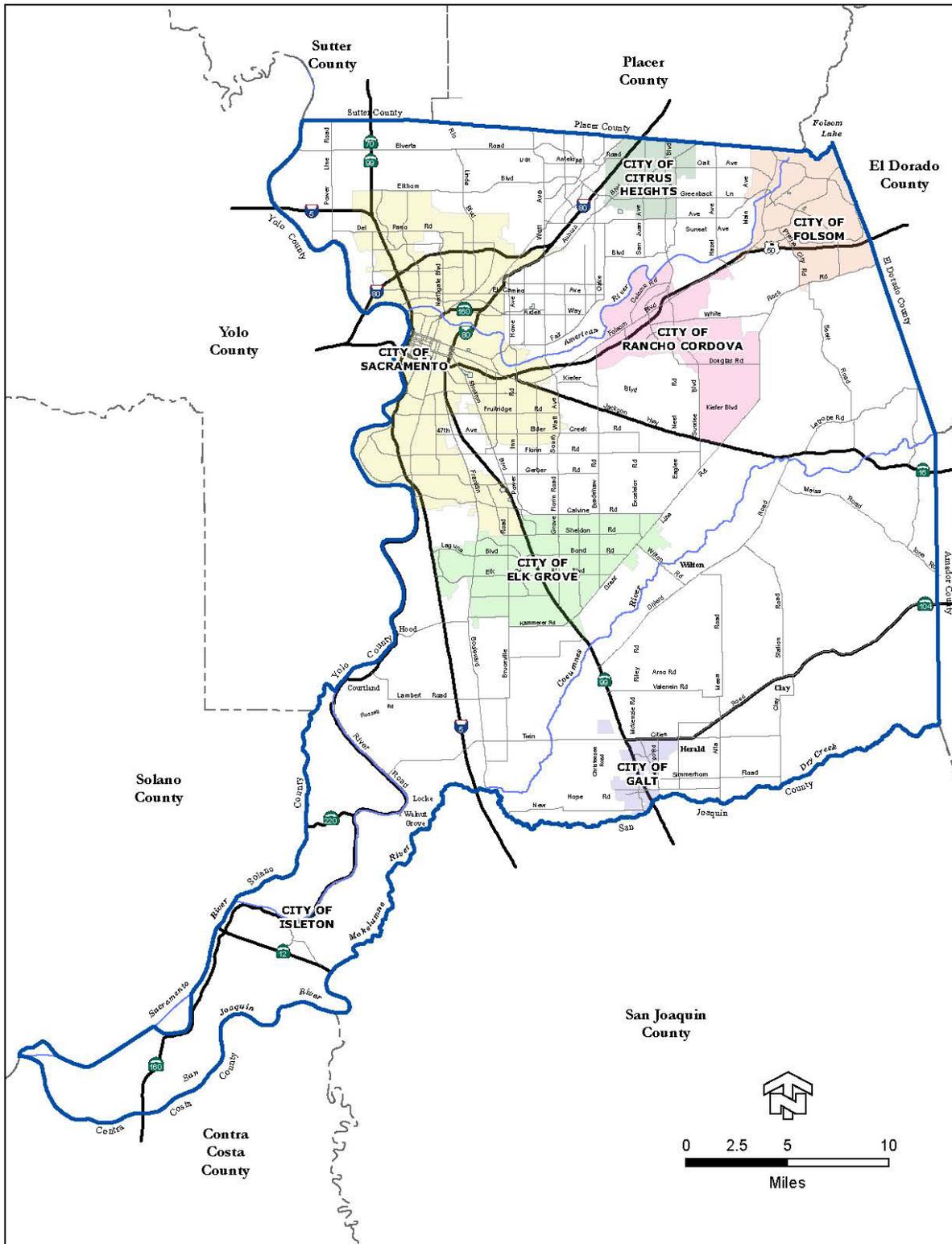
The various components/improvements recommended by the ATP are located throughout the unincorporated areas of Sacramento County. Sacramento County is located at the geographic center of California (87 miles east of San Francisco and 100 miles west of Lake Tahoe) within the 400-mile long Central Valley. Sacramento County has a total area of 994 square miles and the unincorporated portion is 764 square miles or 80% of the total land area of Sacramento County (Plate IS-1).

There are seven incorporated cities within Sacramento County: Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and the City of Sacramento. The unincorporated areas of Sacramento County have a population of 592,911 (2019), which is approximately 40% of the total population of the County. The County is bordered by the counties of Sutter, Yolo, Solano, Contra Costa, San Joaquin, Amador and El Dorado.

Sacramento County surrounds Interstate 80 (I-80) and US Route 50 (US 50) east of Yolo County and Interstate 5 (I-5) and State Route 99 (SR 99) north of San Joaquin County and east of Solano County. The unincorporated county is mostly developed and densely populated along the I-80, US 50 corridors and along portions of the SR 99 corridor. The remainder of the unincorporated County is sparsely populated with agricultural uses or undeveloped land. Topography in Sacramento County is predominantly flat in the western and central areas with small rolling hills at the northeastern edge. The county is bisected by the American River and the Sacramento River forms the western border of the county.

The ATP encompasses a mixed area with roughly an equal distribution of urban and rural areas. The improvement locations in the urban environment tend to have roadways with shoulders of varying widths and sometimes no shoulders, and serve a larger more densely populated area.

Plate IS-1: Map of Sacramento County



VISION STATEMENT

The 2022 Sacramento County Active Transportation Plan for unincorporated Sacramento County aims to improve the safety, health and quality of life of unincorporated Sacramento County residents through transportation infrastructure, programs, and policy improvements. These enhance the safety, comfort, and practicality of walking, biking, and rolling for people of all ages and abilities.

GOALS

The goals of the ATP reflect the priorities expressed by the community throughout the public engagement process. The ATP has been developed to accomplish the following goals:

- Improve safety for everyone, especially people walking, biking and rolling;
- Develop more connected bicycle and sidewalk networks;
- Increase access to parks, schools and other community destinations; and,
- Make walking, biking and rolling more comfortable.

The ATP provides a prioritization method to implement infrastructure recommendations in a phased and manageable way.

PROJECT BACKGROUND

Active transportation refers to human-powered transportation, such as walking, biking, using a wheelchair, in-line skating, or skateboarding. It is a critical component in developing and implementing sustainable community strategies, reducing greenhouse gas emissions and increasing public health. Sacramento County is working to create and maintain an integrated system of bikeways and walkways that are direct, safe and convenient to use for work, school, errands and recreation. The County recognizes the need to encourage and promote bicycling and walking as a viable, attractive, non-polluting form of transportation that improves physical fitness and community well-being.

The Sacramento County Department of Transportation (DOT) has developed an ATP with the intent of providing a comprehensive blueprint for how walkways and bikeways will build out in the County going into the future. The ATP analyzes existing conditions and provides policy, program, and infrastructure recommendations to improve active transportation within unincorporated Sacramento County. The ATP does not provide recommendations within the County's seven incorporated cities.

The ATP will update and replace the Pedestrian Master Plan (2007) and the Bicycle Master Plan (2011) within the Sacramento County General Plan. The ATP builds upon the Americans with Disabilities Act (ADA) transition plan from 2019, which evaluated compliance with existing sidewalks. The ATP builds on the ADA transition plan by looking at where sidewalks are missing and prioritizing the investment by filling in those gaps. The Sacramento County Department of Transportation (DOT) was awarded a Sustainable Communities Grant from Caltrans in order to develop the ATP. It combines

and replaces the 2007 Pedestrian Master Plan and the 2011 Bicycle Master Plan with a single comprehensive document.

Old Florin Town Special Planning Area (SPA)

Located within the Old Florin Town SPA, the Anton Power Inn Multifamily project (DRCP2020-00133) was presented and approved at the Planning Commission meeting on March 8, 2021. The project site was identified as a link in the Planned Bike Path for Florin Creek in the Sacramento County Bicycle Master Plan. The project requested a concession from providing an easement and setback for the planned trail along Florin Creek. In accordance with the Old Florin Town SPA, alternative trail locations are permitted through coordination with the Department of Transportation and Southgate Park and Recreation. The Anton Power Inn Multifamily project proposed to relocate the trail from Florin Creek to the Power Inn Road. Map D4 of the ATP, showing the intersection of Power Inn Road at Florin Road reflects this condition of approval for the Anton project. Adoption of the ATP presented an opportunity to capture this condition.

PUBLIC OUTREACH

The DOT developed the 2022 ATP through a robust two-phase public engagement process that kicked off in the summer of 2020. The County engaged with hundreds of residents and received thousands of online comments from County stakeholders.

During phase 1, project staff hosted 13 stakeholder meetings with 37 different organizations. These organizations represented different stakeholder interests, such as community-based environmental justice organizations, health and disability organizations, bike and transportation management agencies, youth and older adult organizations and local government and transit agencies. Nearly 200 community members and more than 40 stakeholder groups participated in the phase 1 engagement process. Community members left comments on an interactive web map and identified specific locations they had concerns about or they could draw their current or preferred walking, biking and rolling routes. Approximately 300 comments, likes and dislikes were provided on the web map.

During phase 2, the County hosted another round of public engagement that included community workshops, in-person and virtual pop-up events. In late October 2021, the draft ATP was posted to the project website for public review during a three-week comment period.

Throughout the public engagement process, the following themes emerged: walking and rolling challenges, biking challenges, access to transit, connectivity and safety and comfort. The engagement process led to recommendations of 192 pedestrian improvement locations, 192 miles of sidewalk gap closures, 1,203 miles of bicycle facilities, and a collection of policy and programmatic recommendations.

The ATP ranked all recommendations then determined a priority network that includes 57 pedestrian spot improvement locations, 32 miles of sidewalk gap closures and 193 miles of bicycle recommendations. Priority network projects directly respond to the safety, connectivity and comfort concerns raised through the needs analysis and community engagement process.

Specific development is not proposed under the ATP, and adoption of this CEQA document would not authorize any development. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected network of trails, walkways and bikeways that provides safe, convenient, and enjoyable connections to key destinations and recreational opportunities around Sacramento County.

PROJECT RECOMMENDATIONS

The County took results from the community engagement process along with results from the analysis and formed priority infrastructure recommendations. Priority sidewalk gaps

were the first to be evaluated under the infrastructure recommendations. The ATP does not stop with infrastructure recommendations but also includes the following:

- Education programs for bicyclists;
- Driver awareness programs;
- Encouragement programs including biking and walking groups;
- Infrastructure support programs including wayfinding signage and bike maps;
- Classes for bike maintenance;
- Bike match program;
- Safe routes to school; and,
- Bike rack installations.

PEDESTRIAN RECOMMENDATIONS

There are roughly 1,100 miles of roads throughout unincorporated Sacramento County. Only 13% of those roads have sidewalks on both sides of the street, 21% of the roads have sidewalks on one side of the street and 66% of the roads have no sidewalks. Combined, 82% of the roads in unincorporated Sacramento County have either no sidewalks or sidewalks only on one side of the street. The concentration of sidewalks varies by community. Sidewalks are generally complete on both sides of the road in the northern and central parts of unincorporated Sacramento County, which are more urbanized. Significant sidewalk gaps are present in the West Arden-Arcade and North Vineyard Environmental Justice (EJ) Communities.

The ATP recommends pedestrian infrastructure improvements at 192 locations across Sacramento County and 192 miles of sidewalk gap closures. A total of 194 intersections were identified where adding an enhancement such as a flashing beacon would help pedestrians safely cross the street.

A subset of 26 recommendations includes tailored recommendations specific to each location. These 26 locations are unsignalized locations within Environmental Justice communities that are either along the pedestrian high-injury network or within a quarter-mile of a school. Pedestrian Districts are commercial corridors that have or could have high volumes of pedestrian traffic where improvements should be concentrated. The pedestrian infrastructure is divided into the following six categories:

- Sidewalks, trails and medians
- Intersection and street design
- Pavement markings
- Pedestrian-actuated beacons
- Street furniture
- Studies

BICYCLE RECOMMENDATIONS

The unincorporated County's bicycle network includes a mix of shared-use paths, bicycle lanes, and bicycle routes. There are about 284 miles of bicycle facilities, mostly bicycle lanes, in the County. Although the bicycle network can be dense in many urban regions, given the vast geography, the network as a whole lacks connectivity.

This plan recommends 108 miles of upgraded bicycle facilities and 1,095 miles of new dedicated bicycle corridors for a total of 1,507 miles of recommendations across unincorporated Sacramento County. The ATP includes over 145 miles of recommended study corridors for Class IV separated bikeways. These corridors are important pieces of the County's overall bicycle network. Due to constraints within the built environment (such as limited available roadway width), these corridors require additional study and community engagement opportunities before formal recommendations can be made. The County developed bicycle recommendations through an iterative process with both County staff and County residents.

- Step 1: Incorporate the unbuilt recommendations from the previous Countywide bicycle plan and other planning efforts.
- Step 2: Revise and add recommendations based on the data-driven needs analysis, future master-planned communities, feasibility, and other factors.
- Step 3: Review projects to ensure they form a cohesive, connected network that serves the entire County.

BICYCLE BOULEVARD TOOLKIT

Unlike other bicycle facilities, bicycle boulevards are unique in that there are no specific standards or treatments. Bicycle boulevards can be implemented in various ways to create an environment where bicycle travel is prioritized in a shared space with cars. Bike boulevards have been recommended to help close gaps in the bicycle network where bike lanes or other dedicated bike facilities are more complex to implement, strengthening the overall network and improving connectivity across the County. There are three primary categories of improvements:

- Signs and pavement markings
- Vehicle speed management
- Vehicle volume reduction

BICYCLE FACILITIES

Class I Shared-Use Path (trails) - Dedicated paths for walking and bicycling completely separate from the roadway.

Class II Bicycle Lane- Striped lanes for people bicycling.

Class IIB Buffered Bicycle Lane- Bicycle lanes that include a striped "buffer" area either between the bicycle lane and the travel lane or between the bicycle lane and parked cars.

Class IIIB Bicycle Boulevard- Routes on low-speed, low-volume streets where roadway space is shared with people driving, enhanced with traffic calming features or other treatments to prioritize the comfort of people biking.

Class IV Separated Bikeway- On-street bicycle facilities with a physical barrier between the bicycle lane and motor vehicle lane(s).

PRIORITIZATION OF PROJECTS

The elements of these networks were prioritized based on several criteria:

- Safety and comfort concerns raised through the needs analysis and community engagement process.
- Connectivity and Access- This project improves accessibility to key destinations via the bicycle or pedestrian network and connects to networks in incorporated cities or regional trails
- Equity- This project is located within an Environmental Justice Community.
- Implementation- While many factors affecting implementation cannot be quantified easily before prioritization, community support represents a critical element of project feasibility.

Many prioritized projects are on the pedestrian- or bicycle-high injury network that directly responds to safety needs, or close a vital gap/remove a barrier to walking, biking and rolling in unincorporated Sacramento County.

IMPLEMENTATION

Implementation of the planned bikeway and pedestrian network is anticipated to occur in multiple ways:

- Active transportation projects pursued to implement the plan.
- Continue to allocate Capital Improvement Plan and other County resources to implementing bicycle and pedestrian facilities.
- Require land development projects to finance and install bicycle and pedestrian facilities within the development as appropriate and where recommended in the ATP.
- Prioritize pedestrian amenities at areas near transit stops and key community destinations.

- Conduct bicycle and pedestrian counts at selected locations annually (during the same days and times) to monitor changes in bicycle and pedestrian trips.

PROGRAM VS PROJECT LEVEL CEQA ANALYSIS

As discussed previously, the project (under CEQA), is the adoption of the proposed ATP. The ATP is a program/policy-level document, which means it does not provide project-specific construction details that would allow for project-level CEQA analysis. Furthermore, specific development is not being proposed under this ATP and adoption of this CEQA document would not authorize any development. Information such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings will be required in order for future “project-level” CEQA analysis to occur. Under CEQA, a programmatic document is prepared on a series of actions that can be characterized as one large project and/or for a project that will be implemented over a long period of time.

Implementation of the physical components of the ATP will occur over years to decades as funding and/or approval occur. Many of the individual projects contained in the ATP will be subject to various CEQA Exemptions, while others may likely be analyzed using a Mitigated Negative Declaration, or additional National Environmental Policy Act (NEPA) documentation depending on funding source. The level of documentation will be decided by the implementing agency.

CEQA EXEMPTIONS

A typical exemption for bicycle/pedestrian projects is:

- Section 15300.2 of the CEQA Guidelines, the project does not meet any of the circumstances requiring an exception to a categorical exemption in that: the project is not listed on any list of hazardous waste site compiled pursuant to Section 65962.5 of the Government Code, is not located within the vicinity or viewshed of a scenic resource, and would not result in an impact to a biological resource, cultural resource, or another environmental resource. (Note: Sections 21083 and 21084 of the Public Resources Code).
- Section 15301 (c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes). (Note: Sections 21083 and 21084 of the Public Resources Code.)

INITIAL STUDY/MITIGATED NEGATIVE DECLARATIONS

An Initial Study and Negative-or Mitigated Negative Declaration may be required when a project *may* have a significant impact on the environment. Examples include projects that

involve construction in a potentially biological/culturally sensitive area, have potential impacts to existing traffic, have negative aesthetic impacts, involve removal of trees, or other reasons. Although it is not anticipated that future projects would require full-scale environmental impact reports (EIR), if significant and unavoidable impacts were to occur as a result of a project, an EIR may be required.

NEPA AND OTHER TECHNICAL STUDIES

When a project will be constructed using federal aid transportation funds, it may trigger NEPA requirements. Federal aid transportation funding in particular requires coordination through Caltrans, which can result in the preparation of a Preliminary Environmental Screening (PES) Form, and Environmental Assessment (EA), and/or the preparation of other technical studies (biological, cultural, traffic, etc.).

INITIAL STUDY CHECKLIST AND ENVIRONMENTAL ANALYSIS

Appendix G of the California Environmental Quality Act (CEQA) provides guidance for assessing the significance of potential environmental impacts. Based on this guidance, Sacramento County has developed the following Initial Study Combined Checklist. The Checklist identifies a range of potential significant effects by topical area followed with a detailed evaluation of environmental impacts. The words "significant" and "significance" used throughout the following checklist are related to impacts as defined by the California Environmental Quality Act as follows:

1. Potentially Significant Impact is appropriate if there is substantial evidence that an effect MAY be significant. If there are one or more "Potentially Significant" entries an Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is actually less than significant or less than significant with mitigation.
2. Less than Significant Impact with Mitigation applies where an impact could be significant but specific mitigation has been identified that reduces the impact to a less than significant level.
3. Less than Significant Impact applies where the project does not create an impact that exceeds a stated significance threshold.
4. No Impact applies where a project does not create an impact in that category. A No Impact answer should be explained where it is based on project-specific factors as well as general standards.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. 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.

2. 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.
3. 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.
4. 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.
5. 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 significance.

LAND USE POLICIES AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
1. LAND USE AND PLANNING - Would the project:				
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X
b. Physically disrupt or divide an established community?				X

SACRAMENTO COUNTY GENERAL PLAN

The *Sacramento County General Plan of 2005-2030* (General Plan) is a set of policies, goals, and maps that form a blueprint for physical development in the unincorporated County areas. The General Plan addresses important community issues such as new growth, housing needs, and environmental protection.

The ATP implements the following General Plan Land Use Policies:

- LU-3: It is the intent of the County to focus investment of public resources on revitalization efforts within existing communities, especially within commercial corridors, while also allowing planning and development to occur within strategic new growth areas.
- LU-11: It is the intent of the County to comprehensively plan for the revitalization of the targeted commercial corridors and invest the resources necessary to achieve the following: stimulate private investment; encourage development of vacant and underutilized parcels; support reuse and/or rehabilitation of abandoned or blighted buildings; encourage rezoning of excess industrial and commercial lands to allow for medium and high density residential or mixed use projects, and; avoid non transit supportive uses, such as industrial uses, low density residential, and uses that would necessitate large parking lots fronting on the street.
- LU-68: Give the highest priority for public funding to projects that facilitate and encourage infill, reuse, redevelopment and rehabilitation, mixed-use development, particularly in Environmental Justice Communities, and that will result in per-person vehicle miles traveled lower than the County average, and the lowest priority for projects that do not comply with public facilities Master

Plan phasing sequences.

- LU-89: Support planning for and development of mixed use centers and urban villages along commercial corridors to improve quality of life by creating diverse neighborhood gathering places, supporting enhanced transit service and non-automotive travel, stimulating local economic development, eliminating blight and balancing land uses.
- LU-90: Focus investment of County resources in commercial corridors to facilitate improvements to streetscapes, sidewalks, landscaping, undergrounding of utilities, and other infrastructure and public amenities to encourage and stimulate private investment.
- LU-91: Support district planning efforts that focus on specific areas in need of reinvestment and revitalization.

In addition, the ATP will meet the objective for the Environmental Justice (EJ) Element, which indicates that the County should prioritize improvements and programs that address the needs of EJ Communities. The ATP will also implement Circulation Element Policy CI-33 that requires that the County periodically update the Bicycle Master Plan.

UNINCORPORATED SACRAMENTO COUNTY COMMUNITY AREAS AND COMMUNITY PLANS

The ATP area encompasses fourteen communities within the unincorporated area of Sacramento County. Several communities within Sacramento County have community plans established that provide goals and policies for individual communities. Community Plan policies, in conjunction with the Community Plan Land Use Plan, are intended to be a comprehensive guide for the physical development of a community on a more detailed basis than the General Plan. ATP projects will be evaluated for consistency with the ATP as well as applicable community plans.

SPECIAL PLANNING AREAS (SPA'S), NEIGHBORHOOD PRESERVATION AREAS (NPA'S) AND SPECIFIC PLANS

The Sacramento County Zoning Code is sometimes amended to include specific regulations and land uses for areas that feel the Zoning Code does not fully meet the needs of their community. This is accomplished through the establishment of Special Planning Areas (SPA's), Neighborhood Preservation Areas (NPA's) and Specific Plans in various neighborhoods all throughout the unincorporated Sacramento County. ATP projects will be evaluated for consistency with the ATP and applicable land use plans.

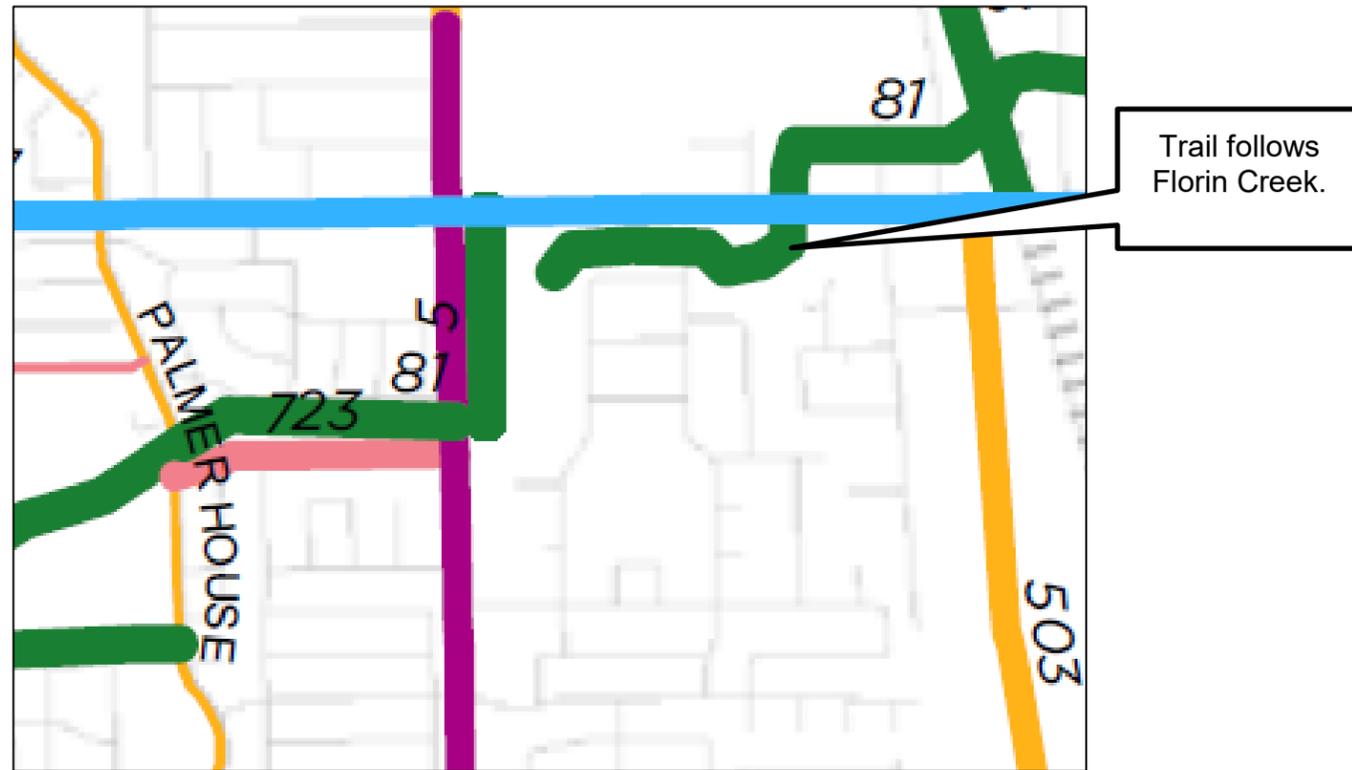
OLD FLORIN TOWN SPECIAL PLANNING AREA (SPA)

Located within the Old Florin Town SPA, the Anton Power Inn Multifamily project (DRCP2020-00133) was presented and approved at the Planning Commission meeting on March 8, 2021. The project site was identified as a link in the Planned Bike Path for Florin Creek in the Sacramento County Bicycle Master Plan. The project requested a concession from providing an easement and setback for the planned trail along Florin Creek. In accordance with the Old Florin Town SPA, alternative trail locations are permitted through coordination with the Department of Transportation and Southgate Park and Recreation. The Anton Power Inn

Multifamily project proposed to relocate the trail from Florin Creek to the Power Inn Road. Map D4 of the ATP (Plate IS-2), showing the intersection of Power Inn Road at Florin Road reflects this condition of approval for the Anton project. Adoption of the ATP presented an opportunity to capture this condition.

Plate IS-2: Trail Location (DRCP2020-00133)

Old Trail Location



New Trail Location



MASTER PLANS

Sacramento County policy encourages the use of Master Plans to prioritize development opportunities and limits new urban development and the provision of urban services to areas within the Urban Policy Area (UPA). The majority of the master plan areas are located in the southeast and northwest portions of the County. These plans are at various stages in the planning process. ATP projects will be evaluated for consistency with the ATP any applicable master plans.

Land Use and Planning Discussion

- a) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The ATP is a General Plan Amendment that combines the Pedestrian Master Plan and the Bicycle Master plan into a single comprehensive document. The ATP consolidates existing federal and state transportation programs, into a single program with a focus to make California a national leader in active transportation. The proposed adoption of the ATP would not result in direct physical changes to the environment; however, future development of proposed projects within the ATP (trails, bridges, small structures, etc.) could occur at various places throughout the County. Future projects will be evaluated for compliance with all applicable land use plans. As noted, adoption of the ATP does not authorize any development; therefore, land use impacts are negligible. In fact, adoption of the ATP supports implementation of General Plan, Community Plan, and various other land use plans and associated policies. Adoption of the ATP does not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Adoption of the ATP presented an opportunity to correctly map the location of the bike and pedestrian trail in Old Florin Town along Florin and Power Inn roads. This re-location was approved by the Planning Commission on March 8, 2021 as a Condition of Approval for the Anton project (DRCP2020-00133), therefore, additional analysis in this IS/ND is not warranted.

- b) Physically disrupt or divide an established community?

No Impact. The proposed adoption of the ATP would not result in direct physical changes to the environment; however, the future physical development of ATP projects could occur at various places throughout the County. Future projects will be evaluated for the potential to physically disrupt or divide an established

community. Adoption of the ATP would not create physical disruptions or divide an established community; instead, the ATP is supportive of connecting communities through various non-vehicular modes of travel and reducing barriers that otherwise divide existing communities. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in established communities being divided or disrupted.

Mitigation Measures: None are required.

POPULATION/HOUSING AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
2. POPULATION/HOUSING - Would the project:				
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?				X
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Population and Housing Discussion

- a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?

No Impact. Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County’s General Plan or local Community Plans. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. The ATP supports existing communities and populations and serves as a guide for planned communities and would not in itself induce unplanned population growth. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision

of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in substantial unplanned population growth.

- b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Adoption of the ATP would not result in the displacement or relocation of people or housing. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. The ATP supports existing communities and populations and serves as a guide for planned communities and would not in itself displace existing people or housing. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in the displacement of existing people or housing.

Mitigation Measures: None are required.

AGRICULTURAL RESOURCES AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
3. AGRICULTURAL RESOURCES - Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X
b. Conflict with any existing Williamson Act contract?				X
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X

Agricultural Resources Discussion

- a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?

No Impact. Adoption of the ATP would not create any agricultural impacts because specific development is not being proposed under this ATP and it would not authorize any development. Most future ATP projects will occur within existing

right of way and outside of any agricultural land; however, it is conceivable that ATP facilities could be placed on or near agricultural farmland. As noted, ATP facilities will be subject to project-specific environmental review and agricultural impacts will be evaluated at that time. Adoption of the ATP would not convert farmland. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not convert prime farmland, unique farmland or farmland of statewide importance.

b. Conflict with any existing Williamson Act contract?

No Impact. Adoption of the ATP would not conflict with any existing Williamson Act because specific development is not being proposed under this ATP and it does not authorize any development. In the event that ATP facilities are proposed on participating Williamson Act parcels, an analysis of impacts associated with the Williamson Act would be included in the project-specific environmental review. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not conflict with any existing Williamson Act contract.

c. Introduce incompatible uses in the vicinity of existing agricultural uses?

No Impact. Adoption of the ATP would not create any agricultural impacts because specific development is not being proposed under this ATP and it would not authorize any development. Individual projects would be subject to project-specific environmental review to evaluate for impacts to agricultural resources in the vicinity of the project. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not introduce incompatible uses in the vicinity of existing agricultural uses.

Mitigation Measures: None are required.

AESTHETICS AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
4. AESTHETICS - Would the project:				
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X
c. 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, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?				X

Aesthetics Discussion

- a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?

No Impact. Adoption of the ATP would not alter existing viewsheds such as scenic highways, corridors, or vistas because specific development and implementation is not being proposed under this ATP. Most future projects that implement the ATP are at ground level and would not impose a substantial visual impact; however, there are components such as signage, trail lighting, bicycle racks etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the project would be evaluated for potential impacts to aesthetic resources. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not substantially alter existing viewsheds.

- b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?

No Impact. Adoption of the ATP would not degrade the existing visual character or quality of public views of a site and its surroundings in non-urbanized areas because specific development and implementation is not being proposed under this ATP. Most future projects that implement the ATP are at ground level and would not impose a substantial visual impact; however, there are components such as signage, trail lighting, bicycle racks etc. that could potentially impact visual

character or the quality of public views of a site and its surroundings. Individual projects would be subject to project-specific environmental review, at which time potential impacts to aesthetic resources would be assessed. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not substantially degrade the existing visual character or quality of public views.

- c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. Adoption of the ATP would not conflict with applicable zoning and other regulations governing scenic quality in urbanized areas because specific development and implementation is not being proposed under this ATP. Most future projects that implement the ATP are at ground level and would not impose a substantial visual impact; however, there are components such as signage, trail lighting, bicycle racks etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the project would be evaluated for potential impacts to aesthetic resources. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not conflict with zoning or other regulations governing scenic quality.

- d. Create a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?

No Impact. Adoption of the ATP would not create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area because specific development is not being proposed or implemented under this ATP. Construction of project components contained in the ATP would improve safety by increasing available lighting. Not implementing these projects, will create safety issues. However, the addition of trail lighting could potentially temporarily impact scenic resources; however, these projects would be subject to Zoning Code standards for nighttime lighting. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not create a new source of substantial light, glare or shadow.

Mitigation Measures: None are required.

AIRPORTS AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
5. AIRPORTS - Would the project:				
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X

Airports Discussion

- a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; future development of project components contained in the ATP (trails, bridges, small structures, etc) is not expected to create any airport related impacts. However, individual projects would be subject to site-specific environmental review, at which time any airport related impacts would be identified. Adoption of the ATP alone would not create any airport related impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a safety hazard for people within the vicinity of an airport/airstrip.

- b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; future development of project components contained in the ATP (trails, bridges, small structures, etc) is not expected to create any airport related impacts. However, individual projects would be subject to site-specific environmental

review, at which time any airport related impacts would be identified. Adoption of the ATP alone would not create any airport related impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not expose people to aircraft noise levels.

- c. Result in substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; future development of project components contained in the ATP (trails, bridges, small structures, etc) is not expected to create any airport related impacts. However, individual projects would be subject to site-specific environmental review, at which time any airport related impacts would be identified. Adoption of the ATP alone would not create any airport related impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a substantial adverse effect upon the use of navigable airspace by aircraft.

- d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, future development of project components contained in the ATP (trails, bridges, small structures, etc) is not expected to create any airport related impacts. However, individual projects would be subject to site-specific environmental review, at which time any airport related impacts would be identified. Adoption of the ATP alone would not create any airport related impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a change of air traffic patterns.

Mitigation Measures: None are required.

PUBLIC SERVICES AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
6. PUBLIC SERVICES - Would the project:				
a. Have an adequate water supply for full buildout of the project?				X
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?				X
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?				X
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?				X
g. Result in substantial adverse physical impacts associated with the provision of emergency services?				X
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X

Public Services Discussion

- a. Have an adequate water supply for full buildout of the project?

No Impact. The ATP and the related projects will not require a water supply. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential

public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not require a water supply.

- b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?

No Impact. The ATP and the related projects will not generate wastewater. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not require wastewater treatment or disposal facilities.

- c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. The ATP and the related projects will not generate solid waste. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not generate solid waste and will not have an impact on a landfill.

- d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?

No Impact. The ATP and the related projects will not impact the water supply and/or wastewater treatment and disposal facilities. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential public service related

impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in the construction of a new water supply or wastewater treatment and disposal facilities.

- e. “Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?”

No Impact. The ATP and the related projects will not impact storm water drainage facilities. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in adverse physical impacts to storm water drainage facilities.

- f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?

No Impact. The ATP and the related projects may require the provision of electrical services. However, electrical services typically exist within the existing right-of-way. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in substantial adverse physical impacts associated with electric or natural gas service.

- g. Result in substantial adverse physical impacts associated with the provision of emergency services?

No Impact. The ATP and the related projects will not impact emergency services. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential

public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in adverse physical impacts to emergency services.

h. Result in substantial adverse physical impacts associated with the provision of public school services?

No Impact. The ATP and the related projects will not result in adverse physical impacts associated with public school services. However, the ATP will support schools by connecting our communities for safer egress and ingress. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a substantial adverse physical impacts associated with public school services.

i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?

No Impact. The ATP and the related projects will not result in physical impacts associated with park and recreation services. However, the ATP supports the parks by laying the groundwork for future recreational opportunities. Adoption of the ATP would not result in direct physical changes. Individual projects would be subject to site-specific environmental review, at which time potential public service related impacts would be identified. Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in adverse physical impacts associated with park and recreation services.

Mitigation Measures: None are required.

TRANSPORTATION AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
7. TRANSPORTATION - Would the project:				
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?				X
b. Result in a substantial adverse impact to access and/or circulation?				X
c. Result in a substantial adverse impact to public safety on area roadways?				X
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Transportation Discussion

- a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?

No Impact. The ATP and related projects are intended to help communities become less dependent upon vehicular travel by promoting alternative travel modes. Overall, the ATP should reduce vehicle miles traveled (VMT) throughout Sacramento County. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not conflict or be inconsistent with CEQA Guidelines section 15064.3.

- b. Result in a substantial adverse impact to access and/or circulation?

No Impact. The intent of the ATP is to improve access and circulation as well as the safety of the public. The proposed adoption of the ATP would not result in

direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially impact existing roadways and intersections. For instance, if new crosswalks or bicycle lanes are proposed, these projects could require additional analysis to determine their impacts to (and safety from) roadway and vehicular activity. Additionally, construction activities will require various vehicular trips to and from the various project sites. However, these will be minimal and temporary. In the event that partial or full road closure is necessary during project construction, the contractor will be required to adhere to any and all regulations from Sacramento County, Caltrans and/or other regulatory agency. Individual projects would be subject to site-specific environmental review, at which time potential transportation-related impacts, including access and/or circulation, will be identified. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a substantial adverse impact to access and/or circulation.

c. Result in a substantial adverse impact to public safety on area roadways?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially impact existing roadways and intersections. For instance, if new crosswalks or bicycle lanes are proposed, these projects could require additional analysis to determine their impacts to (and safety from) roadway and vehicular activity. Individual projects would be subject to site-specific environmental review, at which time potential transportation-related impacts, including public safety, will be identified. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a substantial adverse impact to public safety on area roadways.

d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. The ATP encourages and supports alternative transportation.

The following policies in the Sacramento County General Plan Circulation Element encourage the adoption and the implementation of the ATP:

CI-2. Promote continued mobility for individuals whose access to automobile transportation is limited by age, illness, income, desire or disability.

CI-4. Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services.

CI-5. Land use and transportation planning and development should be cohesive, mutually supportive and complement the objective of reducing per capita vehicle miles travelled (VMT).

CI-6. Provide support for community based corridor planning processes on existing roadways with excess vehicle capacity within built communities to optimize the public right-of-way by utilizing the excess width for other modes of travel or public amenities such as bike lanes, landscaping, walkways, parking or medians.

CI-32. Develop a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, housing and other transportation modes.

CI-34. Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians and motorists.

As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not conflict with adopted policies, plans or programs supporting alternative transportation.

Mitigation Measures: None are required.

AIR QUALITY AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
8. AIR QUALITY - Would the project:				
a. 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?				X
b. Expose sensitive receptors to pollutant concentrations in excess of standards?				X

c. Create objectionable odors affecting a substantial number of people?				X
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Air Quality Discussion

- a. 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?

No Impact. The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”

By definition, the ATP would potentially reduce vehicle trips and therefore have a beneficial impact by reducing emissions of greenhouse gas, particulate matter, and other pollutants associated with vehicular travel. The adoption of the ATP would not result in any increase of criteria pollutants for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a net increase of any criteria pollutants.

- b. Expose sensitive receptors to pollutant concentrations in excess of standards?

No Impact. Although temporary, construction of ATP projects may produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the potential air quality impacts will be identified. As previously discussed, the ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. The adoption of the ATP would not expose sensitive receptors to pollutant concentrations in excess of standards. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The

adoption of the ATP would not expose sensitive receptors to pollutant concentrations in excess of standards.

c. Create objectionable odors affecting a substantial number of people?

No Impact. Although temporary, construction of ATP projects may produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the potential air quality impacts will be identified. As previously discussed, the ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time specific projects are implemented, site-specific CEQA analysis will be conducted as necessary. The adoption of the ATP would not create objectionable odors affecting a substantial number of people. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not create objectionable odors.

Mitigation Measures: None are required.

NOISE AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
9. NOISE - Would the project:				
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?				X
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?				X
c. Generate excessive groundborne vibration or groundborne noise levels.				X

Noise Discussion

- a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase noise levels due to construction (temporary impact) and possibly operation (due to increased use or establishment of a new trail). This impact would be less than significant due to the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). Noise from these sources is not expected to be substantial, particularly with regard to on-going use, because there is little noise generated from walking and bicycling. Individual projects would be subject to site-specific environmental review, at which time potential noise-related impacts would be identified. Adoption of the ATP would not result in generation of temporary or permanent ambient noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in the generation of ambient noise levels in excess of standards identified in the Sacramento County General Plan.

- b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase noise levels due to construction (temporary impact) and possibly operation (due to increased use or establishment of a new trail). This impact would be less than significant due to the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). Noise from these sources is not expected to be substantial, particularly with regard to on-going use, because there is little noise generated from walking and bicycling. Individual projects would be subject to site-specific environmental review, at which time potential noise-related impacts would be identified. Adoption of the ATP would not result in temporary increase in ambient noise levels. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of

a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a substantial temporary increase in ambient noise levels.

c. Generate excessive groundborne vibration or groundborne noise levels?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially cause groundborne vibration during the construction phase (temporary impact). This impact would be less than significant due to the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). Noise from these sources is not expected to be substantial, particularly with regard to on-going use, because there is little noise generated from walking and bicycling. Individual projects would be subject to site-specific environmental review, at which time potential noise-related impacts would be identified. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in groundborne vibration or groundborne noise.

Mitigation Measures: None are required.

HYDROLOGY AND WATER QUALITY AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
10. HYDROLOGY AND WATER QUALITY - Would the project:				
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?				X
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				X
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?				X
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?				X

e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?				X
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?				X

Hydrology and Water Quality Discussion

- a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?

No Impact. ATP projects will not substantially increase water demand. The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Construction water usage will be minimal and temporary; and any proposed landscaping will be installed pursuant to Sacramento County guidance and regulations, the Sacramento County General Plan, and/or local Community Plans, thereby minimizing water use. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not deplete groundwater supplies or substantially interfere with groundwater recharge.

- b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

No Impact. Individual future projects would be required (depending on size and location) to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and implementation of the construction Storm Water Pollution Prevention Plan (SWPPP) that require the incorporation of Best Management Practices (BMPs). Compliance with applicable requirements of the Sacramento

County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in a safety hazard for people within the vicinity of an airport/airstrip. Adoption of the ATP would not alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

- c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?

No Impact. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, site-specific CEQA analysis will be conducted as necessary. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not result in development within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area.

- d. Place structures that would impede or redirect flood flows within a 100-year floodplain?

No Impact. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, site-specific CEQA analysis will be

conducted as necessary. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not place structures that would impede or redirect flood flows within a 100-year floodplain.

- e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?

No Impact. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, site-specific CEQA analysis will be conducted as necessary. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not result in development in an area that is subject to 200 year urban levels of flood protection (ULOP).

- f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. Adoption of the ATP would not expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways.

- g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially

increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Individual future projects would be required (depending on size and location) to provide adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

- h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that individual future projects will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not create sources of polluted runoff or otherwise degrade ground or surface water quality.

Mitigation Measures: None are required.

GEOLOGY AND SOILS AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
11. GEOLOGY AND SOILS - Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving 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?				X
b. Result in substantial soil erosion, siltation or 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, soil expansion, liquefaction or collapse?				X
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?				X
e. Result in a substantial loss of an important mineral resource?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Geology and Soils Discussion

- a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving 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?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Although there are no known active earthquake faults in Sacramento County, a project could be subject to some ground shaking from regional faults during operation. The Uniform Building Code contains applicable construction regulations for earthquake safety

that will ensure less than significant impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not directly or indirectly cause effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault.

b. Result in substantial soil erosion, siltation or loss of topsoil?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Implementation of General Plan policies, Community Plan Policies, and BMPs would further minimize such potential impacts. Examples of erosion BMPs include hydroseeding, erosion control blankets, installing silt fences, etc. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not result in substantial soil erosion, siltation or loss of topsoil.

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, soil expansion, liquefaction or collapse?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Construction projects would include review of site soils and if hazards were identified then appropriate mitigation measures would be applied. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would have no impact 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, soil expansion, liquefaction or collapse.

d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?

No Impact. Proposed projects within the ATP will not require the use of wastewater disposal systems. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would have no impact on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available.

e. Result in a substantial loss of an important mineral resource?

No Impact. Proposed projects within the ATP will not result in a substantial loss of a mineral resource. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not result in a loss of an important mineral resource.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. Proposed projects within the ATP will be evaluated for possible impacts to paleontological resources. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. Adoption of the ATP would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Mitigation Measures: None are required.

BIOLOGICAL RESOURCES AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
12. BIOLOGICAL RESOURCES - Would the project:				
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?				X
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?				X

c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?				X
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?				X
e. Adversely affect or result in the removal of native or landmark trees?				X
f. Conflict with any local policies or ordinances protecting biological resources?				X
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X

Biological Resources Discussion

- a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?

No Impact. The proposed adoption of the ATP would not result in any direct physical changes but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the potential presence of endangered or listed species would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not have a substantial adverse effect on any special status species.

- b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?

No Impact. The proposed adoption of the ATP would not result in any direct physical changes but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental

review, at which time the potential presence of riparian or other sensitive habitat would be identified and mitigation measures would be applied to avoid or reduce impacts to a less than significant level. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not have a substantial adverse effect on riparian habitat.

- c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?

No Impact. The proposed adoption of the ATP would not result in any direct physical changes, but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the potential presence of streams, wetlands, or other surface waters would be identified and mitigation measures would be applied to avoid or reduce impacts to a less than significant level. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not have a substantial adverse effect on streams, wetlands, or other surface waters.

- d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?

No Impact. The proposed adoption of the ATP would not result in any direct physical changes, but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the potential habitat associated with native or migratory fish or wildlife species would be identified and mitigation measures would be applied to avoid or reduce impacts to a less than significant level. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species.

- e. Adversely affect or result in the removal of native or landmark trees?

No Impact. The proposed adoption of the ATP would not result in any direct physical changes, but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats.

Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time native or landmark trees would be identified and mitigation measures would be applied to avoid or reduce impacts to a less than significant level. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways.

f. Conflict with any local policies or ordinances protecting biological resources?

No Impact. The proposed adoption of the ATP would not result in any direct physical changes, but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the projects would be evaluated against local policies and/or ordinances established for protecting biological resources and mitigation measures consistent with policies and ordinances would be applied to avoid or reduce impacts to a less than significant level. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not conflict with any local policies or ordinances protecting biological resources.

g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?

No Impact. The proposed adoption of the ATP would not result in any direct physical changes, but future development of project components contained in the ATP could potentially occur within an area covered by an adopted Habitat Conservation Plan (HCP). In Sacramento County, there are various HCPs including but not limited to the South Sacramento HCP, Metro Air Park HCP, and the Natomas Basin HCP. Individual projects would be subject to site-specific environmental review that would include an analysis of potential conflicts with adopted HCPs. Mitigation measures would be applied to ensure impacts to adopted HCPs is less than significant. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not conflict with the provisions of an adopted Habitat Conservation Plan.

Mitigation Measures: None are required.

CULTURAL RESOURCES AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
13. CULTURAL RESOURCES - Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource?				X
b. Have a substantial adverse effect on an archaeological resource?				X
c. Disturb any human remains, including those interred outside of formal cemeteries?				X

Cultural Resources Discussion

- a. Cause a substantial adverse change in the significance of a historical resource?

No Impact. The proposed adoption of the ATP would not result in direct physical changes but future development of project components contained in the ATP could potentially affect protected cultural resources. Construction and operation of trails, paths, signage, etc. may occur in culturally sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the potential presence of historical resources would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not cause a substantial adverse change in the significance of a historical resource.

- b. Have a substantial adverse effect on an archaeological resource?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected cultural resources. Construction and operation of

trails, paths, signage, etc. may occur in culturally sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the potential presence of archaeological resources would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not have a substantial adverse effect on an archaeological resource.

c. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected cultural resources. Construction and operation of trails, paths, signage, etc. may occur in culturally sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the potential presence of human remains would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not disturb any human remains.

Mitigation Measures: None are required.

TRIBAL CULTURAL RESOURCES AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
14. TRIBAL CULTURAL RESOURCES - Would the project:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?				X

Tribal Cultural Resources Discussion

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

No Impact. In accordance with Assembly Bill (AB) 52, potentially affected Tribes were formally notified of the ATP and were given the opportunity to request

consultation on the Project. In January 2022, letters were sent to the listed Tribes, notifying them of the ATP and requesting consultation, if desired. One response was received as follows:

February 14, 2022 from Anna Starkey of the United Auburn Indian Community (UAIC). She wanted to clarify that future projects under the ATP will each have separate AB-52 notifications. In addition, she mentioned that the tribe would like to provide input regarding where new plants/landscaping are planned.

The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially impact Tribal Cultural Resources. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential Tribal Cultural Resource impacts and would need to comply with AB 52.

The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, site-specific CEQA analysis will be conducted as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the Sacramento County General Plan and other relevant regulatory documents.

Adoption of the ATP alone would not create any Tribal Cultural Resource impacts because specific development is not being proposed under this ATP and it would not authorize any development. The adoption of the ATP would not cause a substantial adverse change in the significance of a tribal resource.

Mitigation Measures: None are required.

HAZARDS AND HAZARDOUS MATERIALS AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials?				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 that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?				X
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?				X
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?				X

Hazards and Hazardous Materials Discussion

- a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The proposed adoption of the ATP would not result in direct physical changes; however, future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of

hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Implementation of General Plan policies, Community Plan policies and BMPs would further minimize such potential impacts. Individual projects would be subject to site-specific environmental review, at which time potential hazardous materials related impacts would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not create a substantial hazard to the public or environment through the routine, transport, use or disposal of hazardous materials.

- b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials; therefore, exposure of the public or the environment to a substantial hazard is not anticipated. Individual projects would be subject to site-specific environmental review, at which time potential hazardous materials related impacts would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not expose the public or the environment to a substantial hazard.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

No Impact. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas,

cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. It is not anticipated that projects will emit hazardous emissions or that handling of hazardous or acutely hazardous materials, substances, or waste will occur within ¼ mile of an existing or proposed school. Individual projects would be subject to site-specific environmental review, at which time potential hazardous materials related impacts would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not emit hazardous emissions or handle hazardous materials within on-quarter mile of an existing or proposed school.

- d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?

No Impact. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific projects are implemented, they will be reviewed to determine if they are located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Individual projects would be subject to site-specific environmental review, at which time potential hazardous materials related impacts would be identified and mitigation measures would be applied to avoid or reduce impacts. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP does not include project sites that are located on a list of hazardous sites.

- e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?

No Impact. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and

complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Projects proposed within the ATP would provide additional modes of travel which will support emergency response and evacuation plans. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not interfere with an adopted emergency response or emergency evacuation plan.

- f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?

No Impact. The ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Sacramento County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around Sacramento County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available.

Most projects will occur within urbanized or urbanizing areas within the County; however, some projects may be located next to or within wildlands (valley grasslands or oak woodlands). Project specific CEQA analysis will be conducted at the time that specific projects are designed. Application of State Building Code for wildfire exposure and/or compliance with local Fire District standards and requirements will ensure impacts are less than significant. Project-specific mitigation measures may be recommended to reduce potential risk to people or structures in the event of a wildfire. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP will not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Mitigation Measures: None are required.

ENERGY AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
16. ENERGY - Would the project:				
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?				X
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Energy Discussion

- a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?

No Impact. Adoption of the ATP would not impact energy resources or conflict with state or local energy plans. The proposed adoption of the ATP would not result in direct physical changes. Future development of proposed projects within the ATP (trails, bridges, small structures, etc.) would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction. Individual projects would be subject to site-specific environmental review and any potential energy impacts would be evaluated at that time. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not result in potentially significant environmental impacts due to wasteful energy consumption during project construction.

- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Adoption of the ATP would not impact energy resources or conflict with state or local energy plans. The proposed adoption of the ATP would not result in direct physical changes. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not conflict with state or local plans for renewable energy or energy efficiency.

Mitigation Measures: None are required.

GREENHOUSE GAS EMISSIONS AND ANALYSIS OF IMPACTS

Environmental Issues & Supporting Information:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
17. GREENHOUSE GAS EMISSIONS - Would the project:				
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 for the purpose of reducing the emission of greenhouse gases?				X

Greenhouse Gas Emissions Discussion

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No Impact. The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”

The ATP would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. Adoption of the ATP alone would not create any greenhouse gas impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, one of the goals of the ATP is to reduce greenhouse gases. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not generate greenhouse gas emissions, that may have a significant impact on the environment.

- b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?

No Impact. Adoption of the ATP alone would not create any greenhouse gas impacts because specific development is not being proposed under this ATP and it would not authorize any development. As noted, the ATP is a programmatic document that proposes goals and policies pertaining to alternative modes of travel in Sacramento County. The ATP serves as a guide for fulfilling the ultimate vision of a connected and complete network of trails, bikeways, and walkways. The adoption of the ATP would not conflict with any policies or regulations reducing the emissions of greenhouse gases.

Mitigation Measures: None are required.

INITIAL STUDY PREPARERS

Environmental Coordinator: Joelle Inman

Senior Planner: Meg de Courcy

Associate Planner: Rebecca Boschee

Office Manager: Belinda Wekesa-Batts

Administrative Support: Justin Maulit