

Placer County Transportation Planning Agency

2035 Regional Transportation Plan

Final
**Supplemental
Environmental
Impact Report**

SCH #2010052013



September 2010

**Placer County Transportation Planning Agency
2035 Regional Transportation Plan**

*Final
Supplemental
Environmental Impact Report*

SCH #2010052013

Prepared for:

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2035 REGIONAL TRANSPORTATION PLAN SUPPLEMENTAL EIR

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List of Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
Caltrans	California Department of Transportation
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers' Association
CARB	California Air Resources Board
CAT	Climate Action Team
CCJPA	Capitol Corridor Joint Powers Authority
CDFG	California Department of Fish & Game
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
CTC	California Transportation Commission
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
FRA	Federal Railroad Administration
FTIP	Federal Transportation Improvement Program
GCC	Global Climate Change
GHG	Greenhouse Gas
GIS	Geographic Information Systems
HOV	High Occupancy Vehicle
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
LCFS	Low Carbon Fuel Standard
LOS	Level of Service
µg/m ³	Micrograms per Cubic Meter
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Plan
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NEVs	Neighborhood Electric Vehicles
NMFS	National Marine Fisheries Service



NO ₂	Nitrogen Dioxide, Nitrite
O ₃	Ozone
Pb	Lead
PCALUCP	Placer County Airport Land Use Compatibility Plan
PCTPA	Placer County Transportation Planning Agency
PM ₁₀	Particulate matter smaller than 10 microns in diameter, respirable particulate matter
PM _{2.5}	Particulate matter smaller than 2.5 microns in diameter, fine particulate matter
ppm	parts per million
RTAC	Regional Targets Advisory Committee
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFETEA- LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEIR	Supplemental Environmental Impact Report
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide, sulfite
SR	State Route
STIP	State Transportation Improvement Program
SCS	Sustainable Communities' Strategies
TCMs	Transportation Control Measures
TDM	Transportation Demand Management
TRPA	Tahoe Regional Planning Agency
TSM	Transportation Systems Management
USC	United States Code
USEPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled



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1.0 INTRODUCTION

This document is a Supplemental Environmental Impact Report (SEIR) that examines the potential effects of the Placer County Transportation Planning Agency (PCTPA) 2035 Regional Transportation Plan (RTP). This section describes: (1) the general background of the project; (2) the purpose and legal authority of the SEIR; (3) the scope and content of the SEIR; (4) lead, responsible, and trustee agencies; and (5) the environmental review process required under the California Environmental Quality Act (CEQA).

1.1 PROJECT BACKGROUND AND RATIONALE FOR SEIR

The PCTPA is the regional transportation planning agency for Placer County (refer to Figure 1-1, *Regional Location*), excluding the area of the Lake Tahoe Basin in the eastern portion of the county. The PCTPA jurisdiction is located in an air quality non-attainment and maintenance area, and is therefore required to prepare and adopt an updated RTP every five years. Accordingly, the PCTPA is updating their 2027 RTP, and has drafted their 2035 RTP.

The PCTPA is part of a larger metropolitan planning jurisdiction, which is coordinated by the Sacramento Area Council of Governments (SACOG). Under the terms of a Memorandum of Understanding between PCTPA and SACOG, PCTPA submits their RTP for inclusion into the SACOG Metropolitan Transportation Plan (MTP). In March of 2008, SACOG adopted the 2035 MTP and Final EIR. The 2035 MTP Final EIR included the PCTPA 2027 RTP project list and policies for the basis of the impact analysis and included up-to-date information regarding specific PCTPA projects. As part of the PCTPA 2035 RTP update, PCTPA has made changes to the RTP to be consistent with the SACOG 2035 MTP.

This SEIR focuses on changes to the PCTPA RTP as part of the 2035 RTP update that may have potential environmental impacts *and* that were not previously addressed in other environmental documents. The SACOG MTP EIR addressed the potential impacts for all of the policies and projects included in the PCTPA 2035 RTP, except for certain policy changes and one specific project. Because the vast majority of 2035 RTP projects were evaluated in the SACOG 2035 MTP EIR, this SEIR tiers off of the SACOG 2035 MTP EIR and assumes that the analysis of that document was sufficient, where applicable. Therefore, this SEIR focuses on the impacts of policy changes of the PCTPA 2035 RTP, as well as the potential environmental impacts for the one project that was not fully addressed in the SACOG 2035 MTP EIR.

1.2 PURPOSE AND LEGAL AUTHORITY

The project requires the review and discretionary approval of the PCTPA. Pursuant to Section 15060(d) of the *State CEQA Guidelines*, the project is subject to the requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines*, the purpose of this EIR is to serve as an informational document that:

"...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, and identify possible ways to minimize the significant effects..."



This EIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides PCTPA (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis. Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a Program EIR considers the “macro” effects associated with implementing a program (such as a General Plan) and does not, and is not intended to examine the specific environmental effects associated with individual projects that may be implemented pursuant to the 2035 RTP.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine what, if any, additional CEQA documentation needs to be prepared. If the Program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (CEQA Guidelines Section 15168(c)). When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (CEQA Guidelines Section 15168(c)(3)). If a subsequent activity would have effects not within the scope of the Program EIR, the Lead Agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or a project level EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168(h)) encourage the use of Program EIRs, citing five advantages:

1. *Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;*
2. *Focus on cumulative impacts that might be slighted in a case-by-case analysis;*
3. *Avoidance of continual reconsideration of recurring policy issues;*
4. *Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them; and*
5. *Reduction of paperwork by encouraging the reuse of data (through tiering).*

It should be noted that as a program level environmental document, the RTP EIR uses appropriately programmatic thresholds as compared to the project-level thresholds that might be used for an EIR on a specific development project. It should not be assumed that impacts determined not to be significant at a program level would not be significant at a project level. In other words, determination that implementation of the RTP as a “program” would not have a significant environmental effect does not necessarily mean that an individual project would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the RTP. Conversely, it may be possible for certain impacts identified as significant at the program level to be less than significant for certain individual projects, depending on the nature of the project.





Regional Location

Figure 1-1

This EIR has been prepared as an SEIR pursuant to Section 15163(a)(2) of the *State CEQA Guidelines*. An SEIR is prepared when minor additions or changes are necessary to make a previously certified EIR adequately apply to the project in the changed situation. This SEIR and the Final EIR for the SACOG MTP that was certified in March 2008 comprise the environmental review documentation for the PCTPA's 2035 RTP. A copy of the 2008 Final EIR is available for review online at <http://www.sacog.org/mtp/2035/final-eir/>.

This report is to serve as an informational document for the public and the PCTPA Board of Directors. The process will culminate with PCTPA Board hearings to consider certification of a Final SEIR and a decision on whether to approve the changes to the RTP.

1.3 SCOPE AND CONTENT

Section 15163(b) of the *CEQA Guidelines* states that, "the supplemental EIR need contain only the information necessary to make the previous EIR adequate for the project as revised." The impacts of the revisions to the PCTPA 2035 RTP were not previously addressed in the SACOG 2035 MTP Final EIR. This SEIR focuses on those changes to the 2035 RTP made by PCTPA that may have the potential to create significant impacts beyond those addressed in the SACOG 2035 MTP Final EIR. In essence, there are deviations from the project list and policies in the SACOG 2008 MTP FEIR that are in the PCTPA 2035 RTP, which necessitates the PCTPA, as CEQA Lead Agency, to prepare an SEIR to cover the environmental impacts from these deviations.

The environmental issues addressed in this SEIR include:

- *Aesthetics*
- *Agricultural Resources*
- *Air Quality*
- *Biological Resources*
- *Cultural Resources*
- *Energy and Global Climate Change*
- *Geology, Soils, and Seismicity*
- *Hazards and Hazardous Materials*
- *Hydrology and Water Quality*
- *Land Use and Planning*
- *Noise*
- *Population and Housing*
- *Public Services*
- *Recreation*
- *Transportation/Traffic*
- *Utilities and Service Systems*
- *Cumulative Impacts*
- *Growth Inducement*
- *Irreversible Changes*

Special focus is provided for the following specific issue areas for which new information is available and/or legislative changes require additional analysis:



- *Air Quality*
- *Energy and Global Climate Change*
- *Transportation/Traffic*

This SEIR identifies potentially significant environmental impacts of the RTP in accordance with the provisions set forth in the *State CEQA Guidelines*. In addition, the SEIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects. In preparing the SEIR, use was made of pertinent PCTPA and SACOG policies and guidelines, existing EIRs and background documents prepared by the PCTPA and SACOG. A full reference list is contained in Section 5.0 *References and Preparers*, of this SEIR.

The level of detail contained throughout this SEIR is consistent with the requirements of CEQA and applicable court decisions. The *State CEQA Guidelines* provide the standard of adequacy on which this document is based. The Guidelines state:

“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.” (Section 15151)

1.4 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The *State CEQA Guidelines* define lead, responsible, and trustee agencies. The PCTPA is the lead agency for the project because it holds principal responsibility for approving the project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over an aspect of the project. The following agencies are identified as responsible agencies for the project:

- California Department of Transportation (Caltrans) District 3
- SACOG
- South Placer Regional Transportation Authority
- PCTPA member agencies, including:
 - *Placer County*
 - *City of Rocklin*
 - *City of Auburn*
 - *City of Roseville*
 - *City of Colfax*
 - *Town of Loomis*
 - *City of Lincoln*

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have a legal authority over approving or carrying out the project. CEQA Guidelines Section 15386 designates only four agencies as potential Trustee Agencies for projects subject to CEQA: The California Department of Fish and Game (CDFG) with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the California State Lands Commission, with regard to state-owned “sovereign” lands, such as the beds



of navigable waters and state school lands; the California Department of Parks and Recreation, with regard to units of the state park system; and, the University of California, with regard to sites within the Natural Land and Water Reserves System. The CDFG is a trustee agency for the 2035 RTP SEIR due to the potential impacts to biological resources.

1.5 ENVIRONMENTAL REVIEW PROCESS

The major steps in the environmental review process, as required under CEQA, are outlined as follows. The steps are presented in sequential order.

1. **Notice of Preparation.** A Notice of Preparation (NOP) shall be filed with the State Clearinghouse and circulation for a 30-day review period. An NOP was prepared and filed with the State Clearinghouse on May 5, 2010, thus starting the review period that ended on June 7, 2010. See Appendix A. Five comment letters were received: (1) California Energy Commission; (2) the Native American Heritage Commission; (3) Department of Transportation, Division of Aeronautics – M.S.#40; (4) Sutter County Public Works Departments; and (5) County of Sacramento.
2. **Draft SEIR.** The SEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) mitigation measures; and g) discussion of irreversible changes.
2. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft SEIR and prepare a Public Notice of Availability of a Draft SEIR. The lead agency must place the Notice in the County Clerk's office for 45 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (*State CEQA Guidelines* Section 15087). Additionally, public notice of Draft SEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public, and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft SEIR is 30 days. When a Draft SEIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the Clearinghouse (Public Resources Code 21091) approves a shorter period.
3. **Final SEIR.** A Final SEIR must include: a) the Draft SEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments. Three comment letters were submitted on the Draft SEIR: (1) Jan McKinsey; (2) Richard Helman, California Department of Transportation; and (3) Kristen Spears, California Department of Conservation.



4. **Certification of Final SEIR.** Prior to making a decision on a project, the decision-making body (PCTPA Board of Directors) shall consider the previous EIR and certify: a) the Final SEIR has been completed in compliance with CEQA; b) the Final SEIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final SEIR prior to approving a project (*State CEQA Guidelines* Sections 15090 and 15163(e)).
5. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*State CEQA Guidelines* Sections 15042 and 15043).
6. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the SEIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*State CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
7. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the SEIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
8. **Notice of Determination.** An agency must file a Notice of Determination after deciding to approve a project for which an SEIR is prepared (*State CEQA Guidelines* Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).



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2.0 PROJECT DESCRIPTION

2.1 PROJECT APPLICANT

Placer County Transportation Planning Agency (PCTPA)
299 Nevada Street
Auburn, California 95603
Phone: (530) 823-4030
<http://www.pctp.net>

2.2 PROJECT LOCATION

The Placer County Regional Transportation Plan (RTP) planning area is comprised of the majority of Placer County, California, with the exception of the Lake Tahoe Basin, which is located in the eastern portion of the County (Figure 2-1). Capital improvement projects identified in the RTP are located on state highways, railways, airports, county roads, locally owned streets, and publicly owned rights-of-way. Figures 2-2(a) and 2-2(b) show major roadways designated in the 2035 RTP as “significant roadways.” Figures 2-3(a) and 2-3(b) show rail service in the PCTPA jurisdiction, Figures 2-4(a) and 2-4(b) show the county bikeways, and Figures 2-5(a) and 2-5(b) show the airports.

2.3 PROJECT CHARACTERISTICS

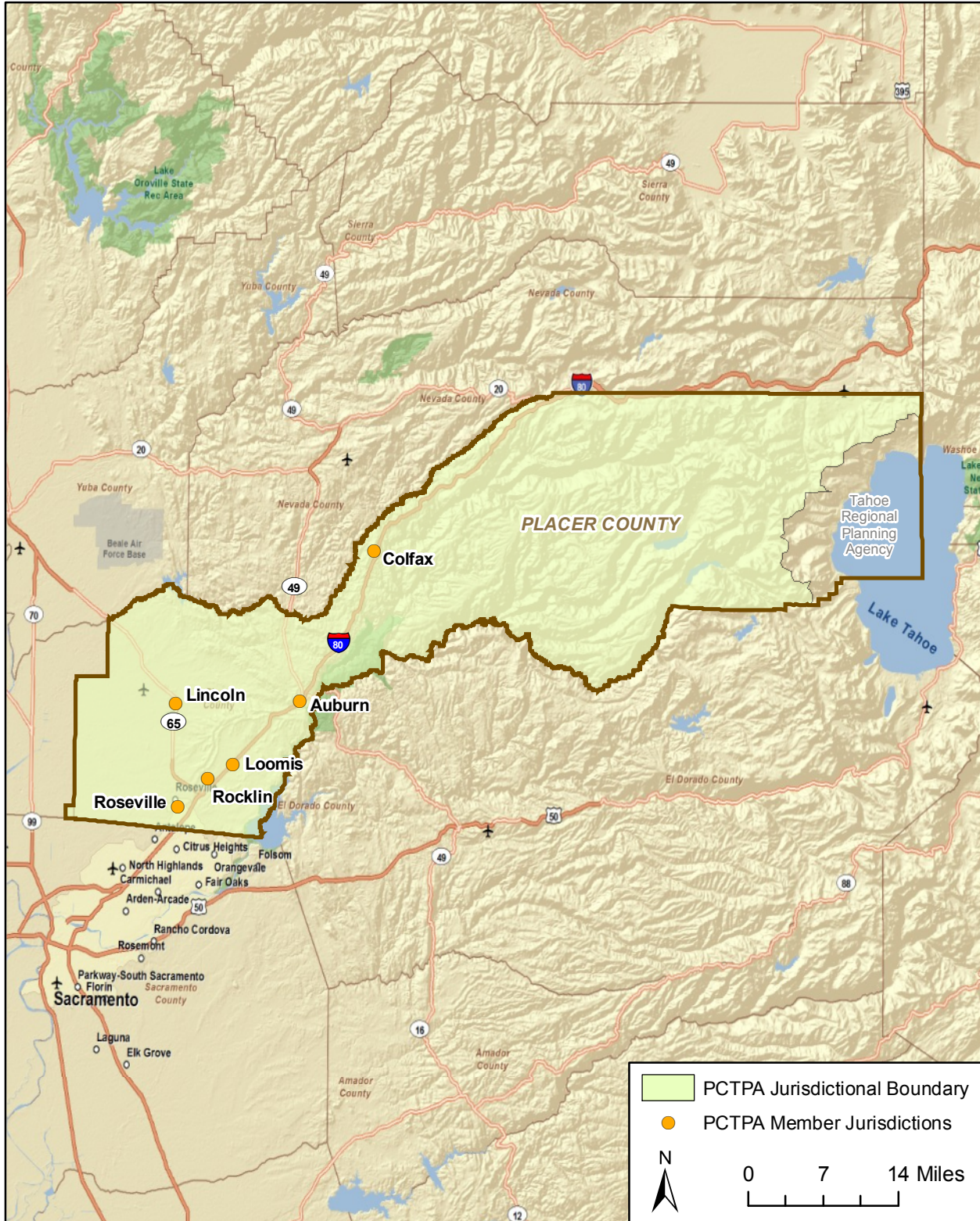
The proposed project is the adoption and implementation of the Placer County 2035 RTP. The PCTPA is currently preparing a draft 2035 RTP, which will be considered by the PCTPA Board of Directors for adoption following completion of the environmental review process.

The 2035 RTP is a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system, including but not limited to: regional roadways, public transit, aviation, passenger rail, goods movement, non-motorized transportation, transportation systems management, transportation safety and security, and intelligent transportation systems.

The RTP identifies the region’s transportation needs and issues and sets forth actions, programs, and projects to address those needs and issues. In addition, the RTP adopts policies, sets goals, and identifies financial resources to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that would serve the mobility needs of people and goods.

The RTP is action-oriented and pragmatic, considering both short-term and long-term planning periods for Placer County. The plan covers a 25-year period from 2010 to 2035 and is an update of the 2027 RTP and the Placer component of the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan Transportation Plan (MTP). The RTP must include three elements: Policy Element, Action Element, and Financial Element, as summarized in the sections that follow. This update reflects changes in State and federal legislative requirements, financial resource constraints, and brings the RTP into consistency with the MTP.

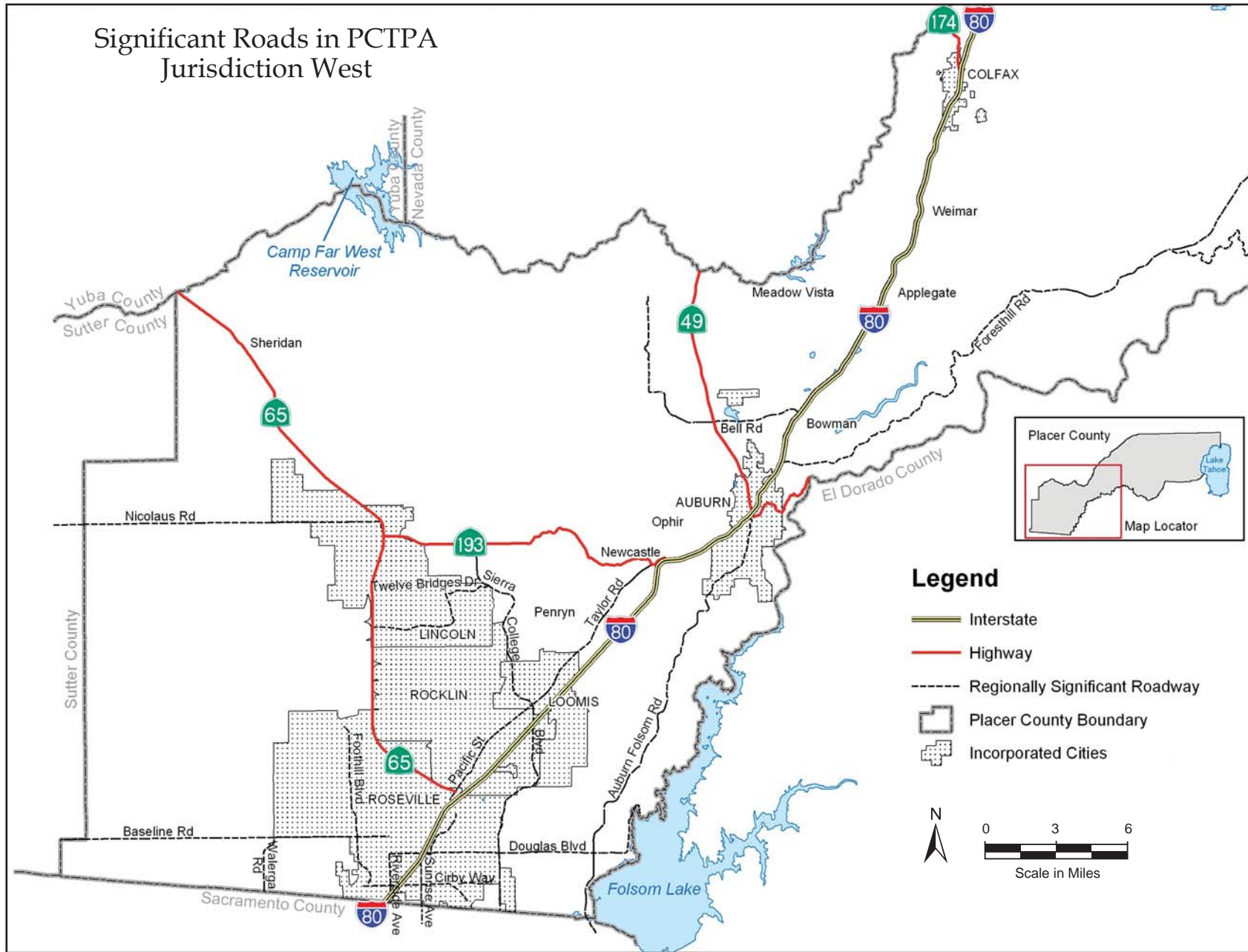




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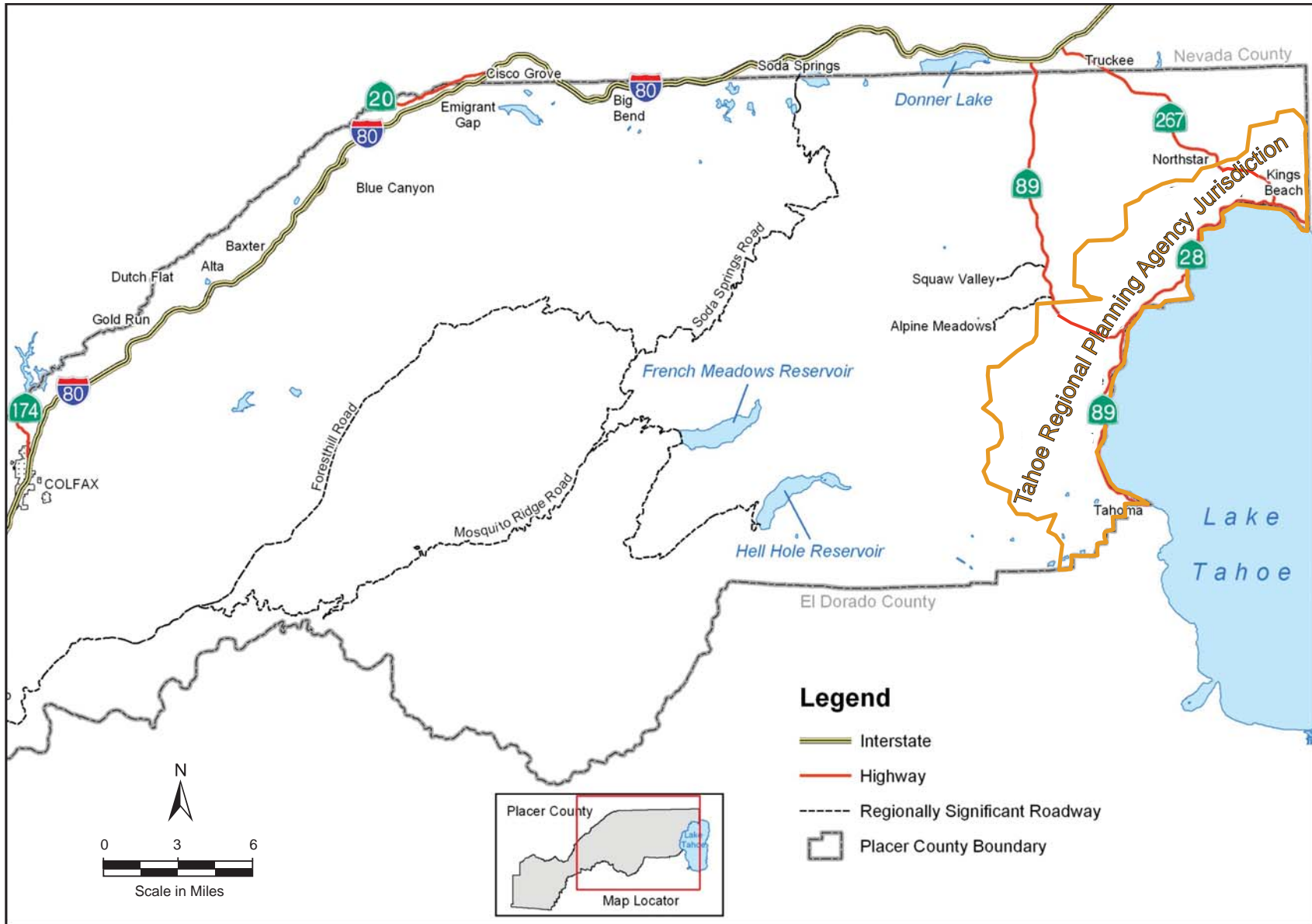
Placer County Transportation Planning Agency
Jurisdiction

Figure 2-1



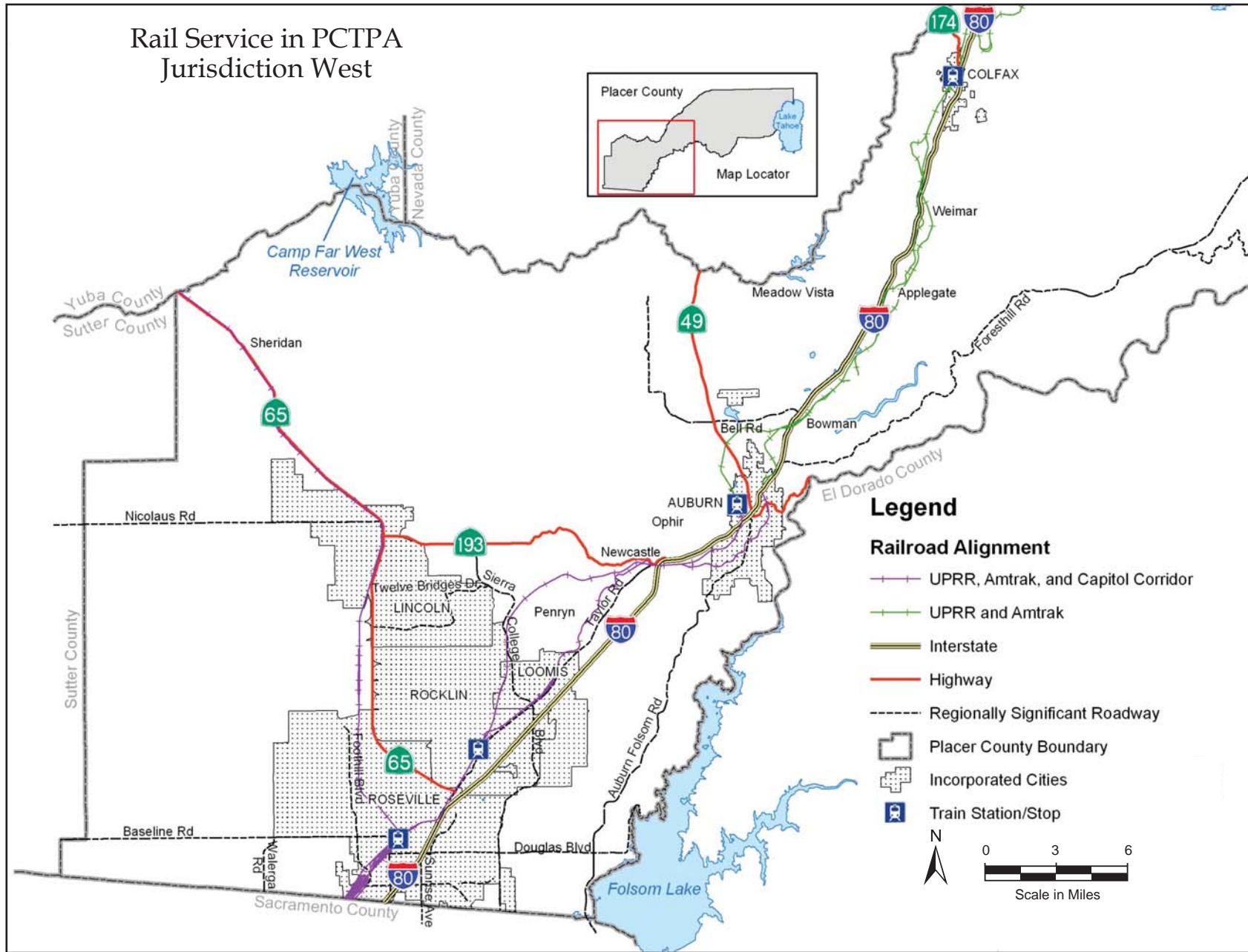
Base map source: Placer County Transportation Agency, 2010.

Figure 2-2a



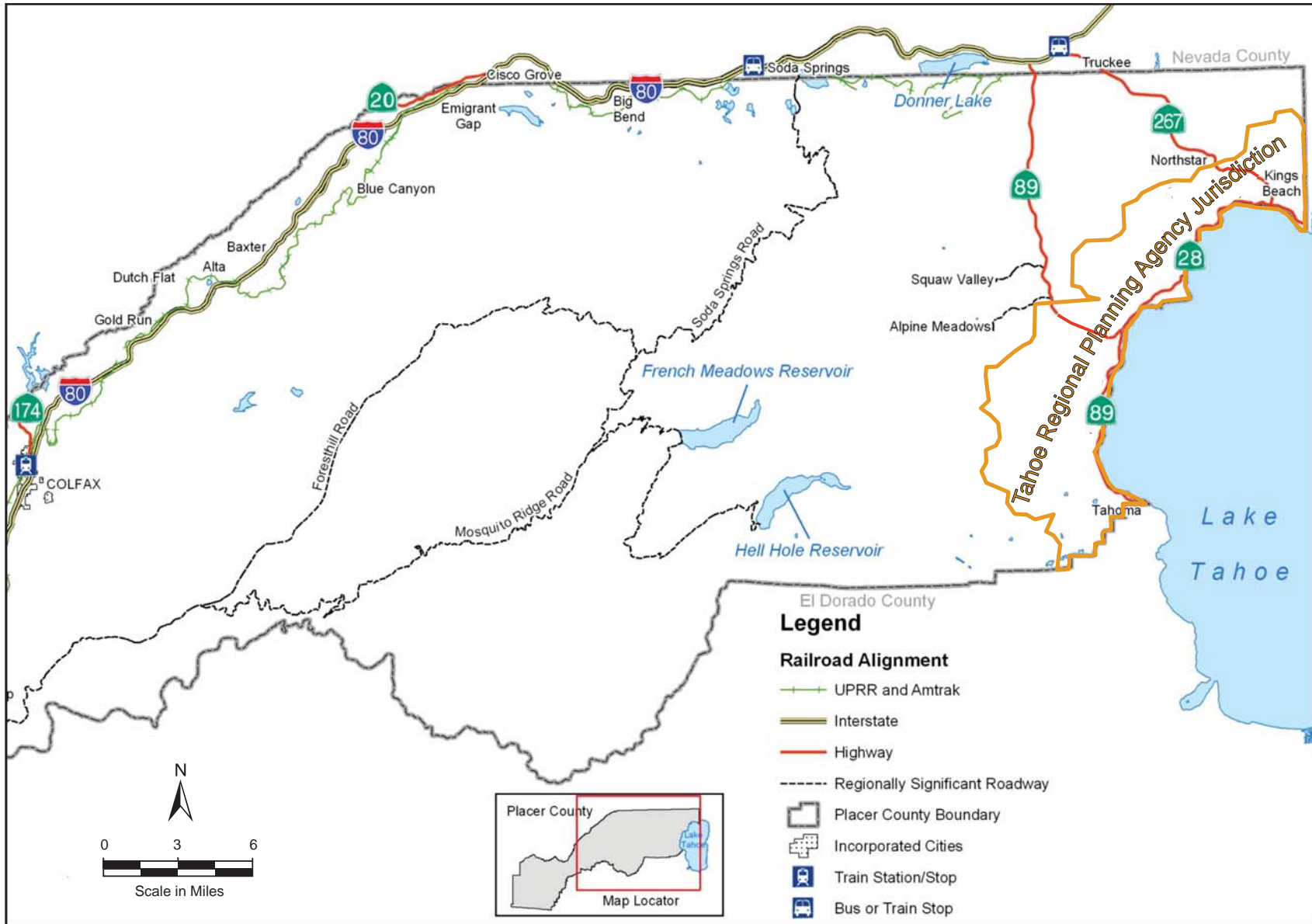
Significant Roads in PCTPA Jurisdiction East

Base map source: Placer County Transportation Agency, 2010.



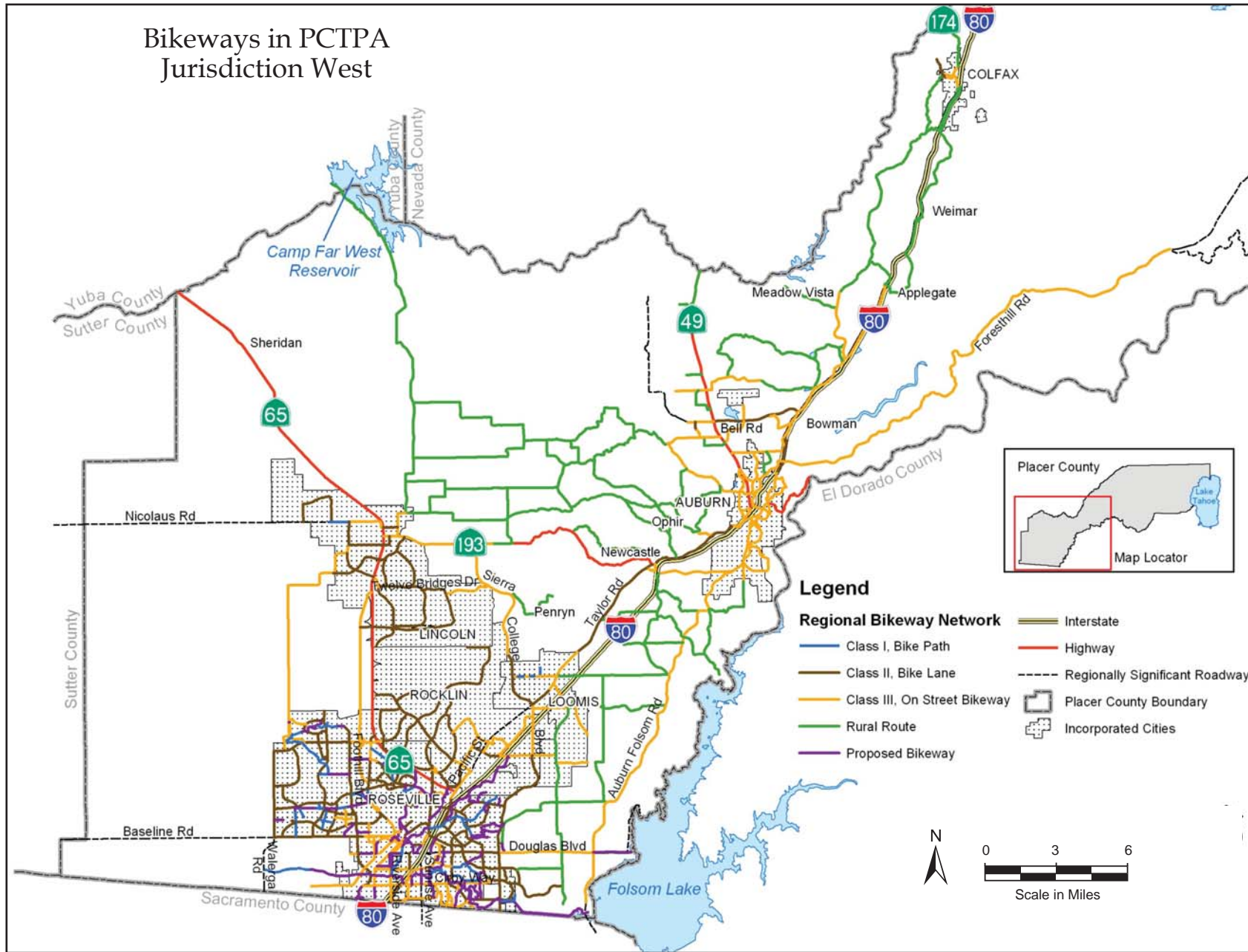
Base map source: Placer County Transportation Agency, 2010.

Figure 2-3a



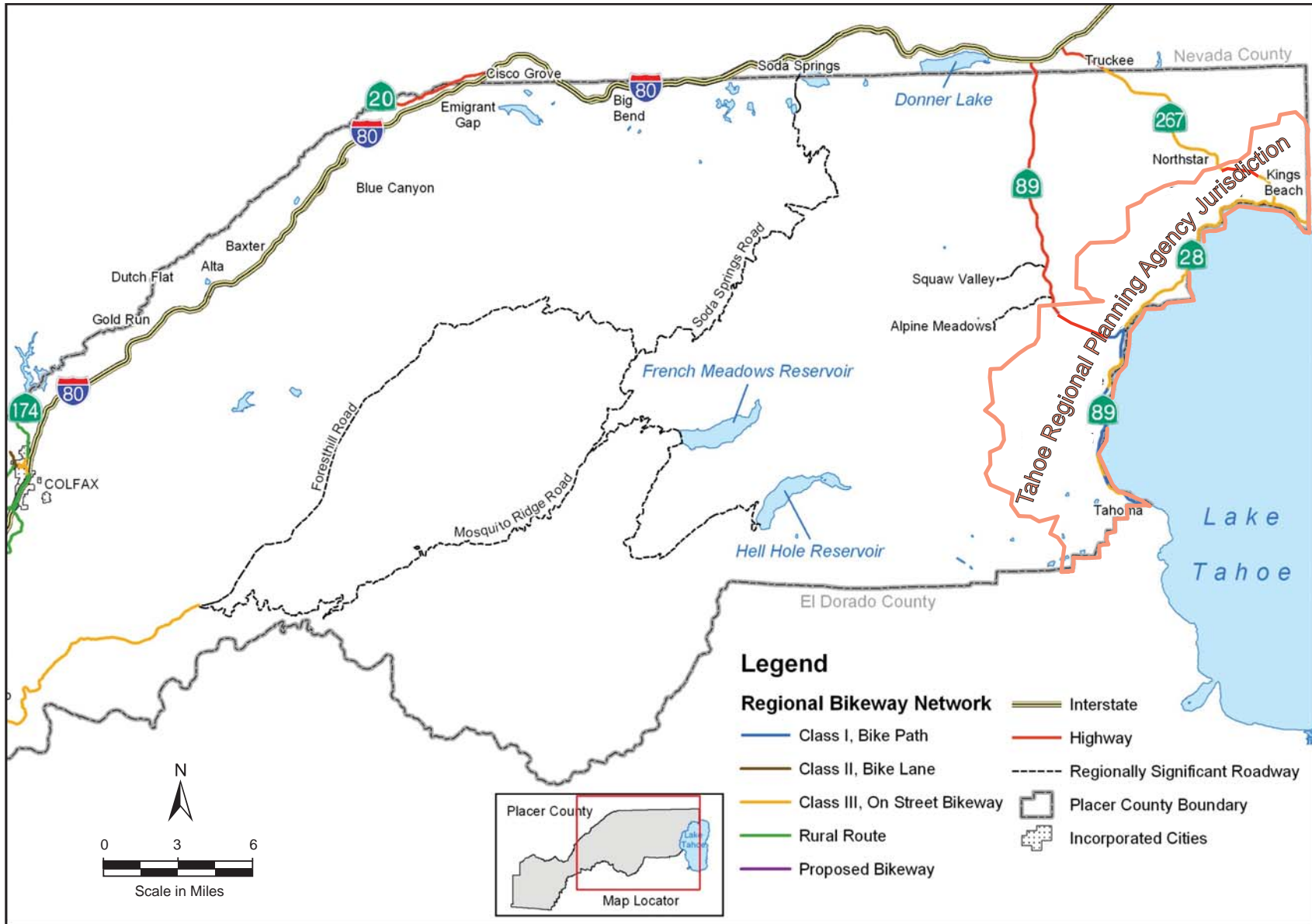
Rail Service in PCTPA Jurisdiction East

Base map source: Placer County Transportation Agency, 2010.



Base map source: Placer County Transportation Agency, 2010.

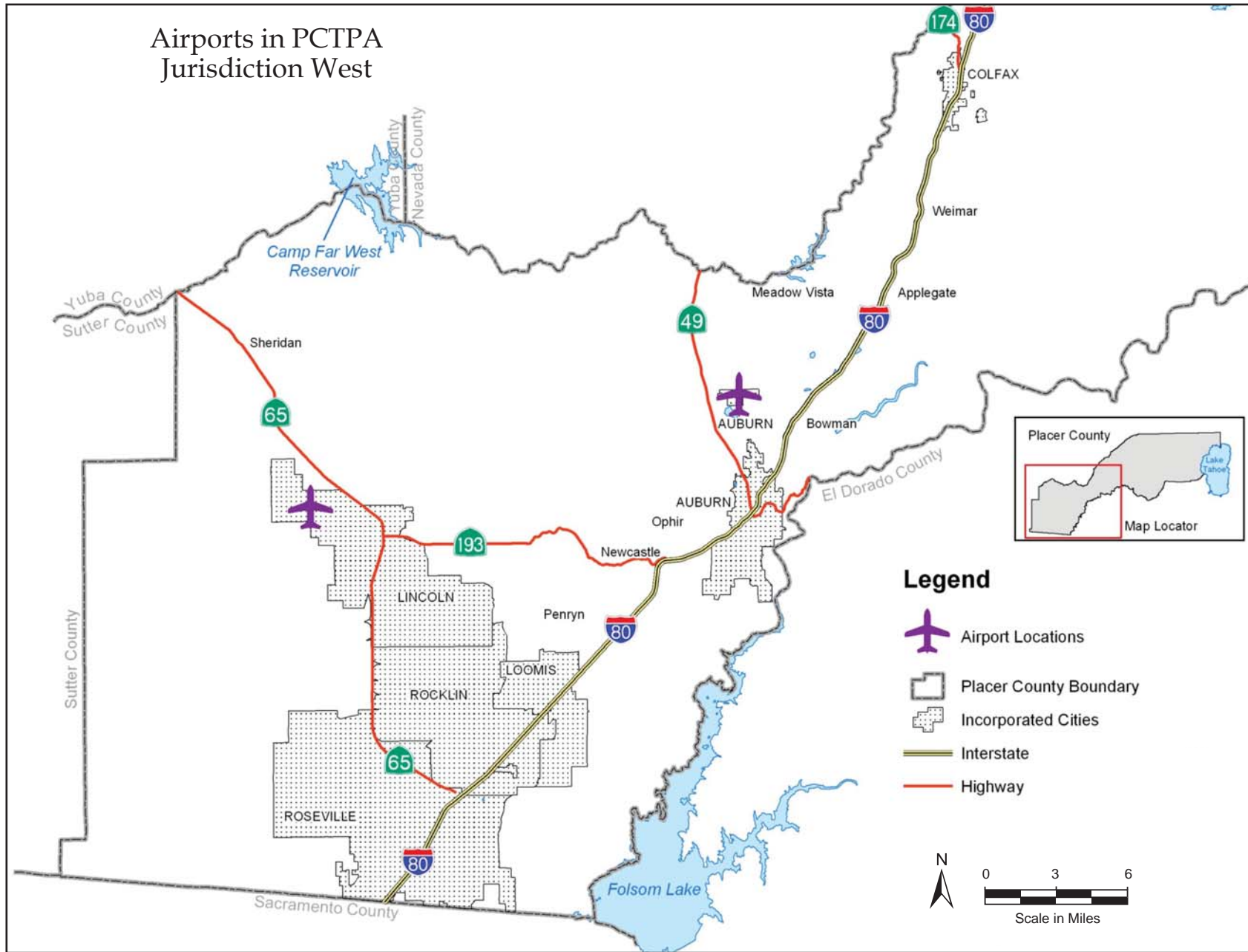
Figure 2-4a



Bikeways in PCTPA Jurisdiction East

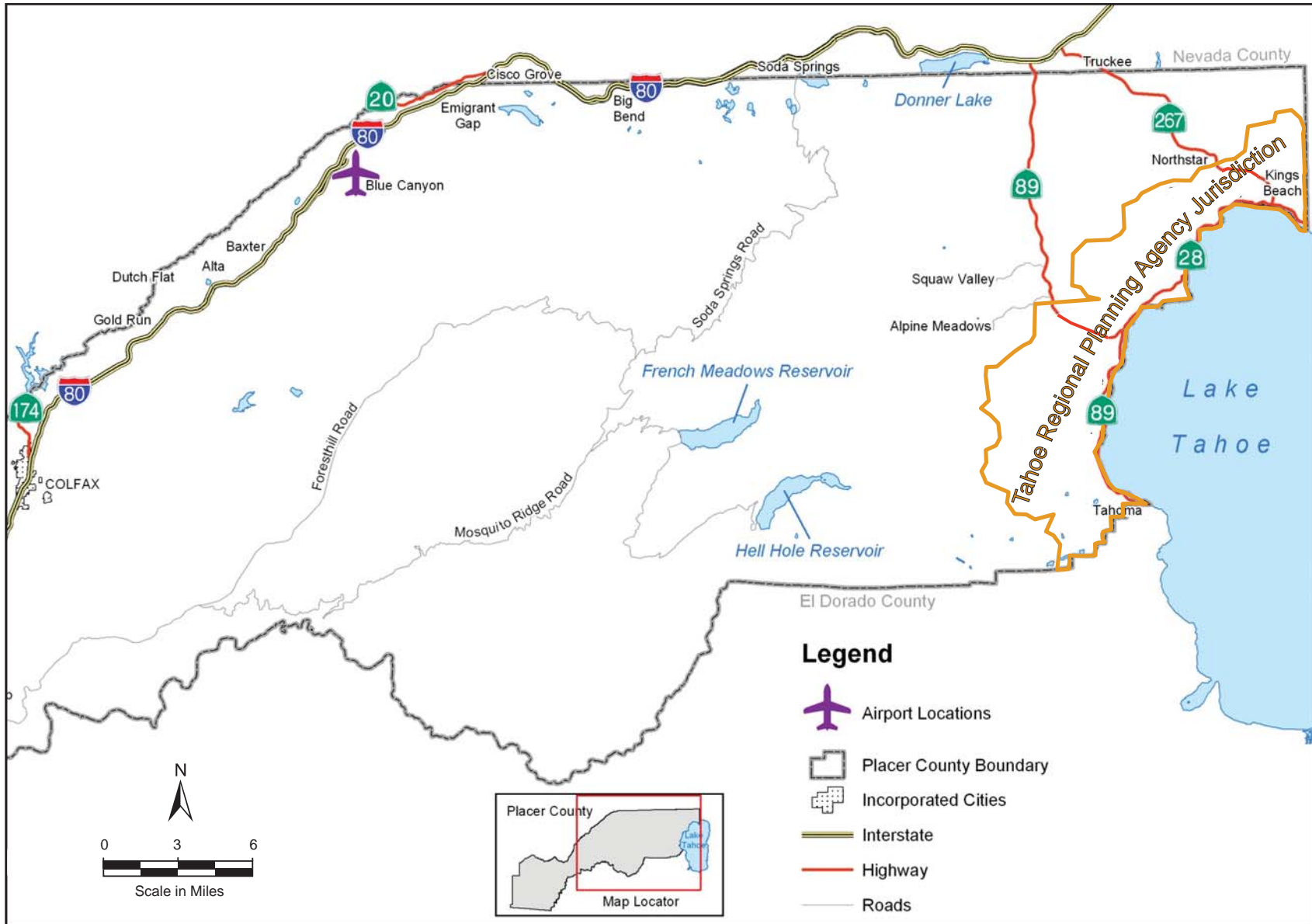
Base map source: Placer County Transportation Agency, 2010.

Figure 2-4b



Base map source: Placer County Transportation Agency, 2010.

Figure 2-5a



Airports in PCTPA Jurisdiction East

Base map source: Placer County Transportation Agency, 2010.

2.3.1 Legislative Requirements

The purpose of the 2035 RTP is to update the existing 2027 RTP and fulfill state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission (CTC) 2007 and the recently updated 2010 Regional Transportation Plan Guidelines.

California Government Code Section 65080 et seq. and Title 23 United States Code (USC) §134 require Regional Transportation Planning Agencies (RTPA) and Metropolitan Planning Organizations (MPO) to prepare and adopt an RTP aimed at achieving a coordinated and balanced regional transportation system. The plan must be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials.

The RTP must also comply with requirements specified in the Federal surface transportation reauthorization bill called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under SAFETEA-LU, the RTP planning process must consider eight factors, all of which were considered during development of the 2035 RTP. Other federal requirements include consistency with the 1990 Clean Air Act Amendments and consistency with the Federal Transportation Improvement Program (FTIP). Specific requirements of these two programs are described in the Draft 2035 RTP, which is available for review at PCTPA.

State law requires RTPAs located in air quality nonattainment and maintenance areas to prepare and adopt an updated RTP every five years. PCTPA's RTP update must be adopted by the PCTPA Board by September 2010.

2.3.2 Regional Transportation Plan Process

PCTPA is the RTPA for Placer County, except for that portion of the County within the Tahoe Regional Planning Agency (TRPA). One of the fundamental responsibilities which results from this designation is the preparation of the County's RTP.

Under the terms of a Memorandum of Understanding between PCTPA and SACOG, entered into in 1993 and affirmed in 2001 and 2005, PCTPA submits the RTP for inclusion into the SACOG MTP. This process is important to both the SACOG MTP and the PCTPA RTP, as it allows for a locally developed RTP to be included in the regional air quality conformity process. This locally developed RTP process includes a local consensus of policies, projects, programs and funding decisions that then become an integral part of the regional MTP.

The 2035 RTP, pending review by the SACOG, will become the Placer County portion of the 2011 MTP update.



2.3.3 Project Objectives

RTPs are developed to provide a clear vision of the regional transportation goals, objectives, policies and strategies. This vision must be realistic and be within fiscal constraints. In addition to providing a vision, the RTPs have many specific functions, including:

- Providing an assessment of the current modes of transportation and the potential of new travel options within the region, including Lake Tahoe (north and west shores).
- Predicting the future needs for travel and goods movement;
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs;
- Identifying needed transportation improvements, in sufficient detail, to serve as a foundation for the:
 - Development of the FTIP, the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP);
 - Facilitation of the National Environmental Protection Act (NEPA)/404 integration process decisions;
 - Identification of project purpose and needs;
 - Development of an estimate of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP).
- Promoting consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs;
- Providing a forum for:
 - Participation and cooperation
 - Facilitation of partnerships that reconcile transportation issues which transcend regional boundaries; and
- Involving the public, federal, state, and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality, and environmental issues related to transportation.

2.3.4 Contents of the RTP

To meet the plan objectives, the 2035 RTP contains the following elements:

1. Policy Element. The purpose of the Policy Element is to:
 - Identify legislative, planning, financial, and institutional issues and requirements, as well as any areas of regional consensus;
 - Present guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP; and



- Serve as a resource for providing input and promoting consistency of action among state, regional, and local agencies.
2. Action Element. The purpose of the Action Element is to:
 - To set forth an action plan to address issues and needs identified in the policy element;
 - To show regional transportation improvements in order to aid in the development of a statewide improvement program. These actions are broken down into five, ten, and twenty year time periods to assist in development of the RTIP;
 - To provide guidance in making decisions related to regional growth and development;
 - To identify responsibilities for project implementation;
 - Set forth short and long-term activities that address regional transportation issues and needs;
 - Address all transportation modes (highways, local streets and roads, mass transportation, rail, maritime, bicycle, pedestrian, and aviation facilities and services); *and*
 - Discuss preparatory activities such as identification of existing needs, assumptions, and forecasting and potential alternative actions, as well as data and conclusions.
 3. Financial Element. The purpose of the Financial Element is to:
 - Identify the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the Action Element;
 - Define realistic financing constraints and opportunities; *and*
 - Assist the State and local decision-makers with determining which projects should be planned for funding.

The 2035 RTP is divided into nine chapters:

1. Chapter 1: Introduction. This chapter describes PCTPA's organization; the organization, background, and purpose of the plan; the regional setting; the plan's relationship to other local and state plans; and the Public Participation Process.
2. Chapter 2: Organizational Setting. This chapter describes PCTPA's organization; its different roles and responsibilities in the transportation activities of Placer County; and the relationship to the development of the RTP.
3. Chapter 3: Physical and Socio-Economic Setting. This chapter provides a complete characterization of Placer County, including location, population, and demographics of the county, as well as demographic projections.
4. Chapter 4: Regional Transportation Issues and Challenges. This chapter introduces the various transportation modes and their interrelationships, and discusses key regional transportation planning and programming issues currently facing Placer County and the greater Sacramento metropolitan area.
5. Chapter 5: Policy Element. This chapter identifies and defines the goals, objectives, and policies to guide the development and management of the region's transportation systems. The chapter also describes performance measures for the entire RTP used to assess implementation priorities.



6. Chapter 6: Action Element. This chapter serves as an introduction to the Action Element. The Action Element identifies all transportation projects within the financial constraint requirements within the horizon of the RTP. The Action Element implements the Policy Element with the anticipated financial resources identified in the Financial Element and conforms to the SIP for air quality.
- Chapter 6.1: Regional Roadways. This chapter identifies roadways that are of regional significance and road capital improvements.
 - Chapter 6.2: Public Transit. This chapter provides an inventory of the public transportation providers, the consolidated transportation service agency, and intercity bus service operating in Placer County. It gives special emphasis to issues surrounding transit services and discusses unmet transit needs. The chapter includes a summary of recent transit planning studies.
 - Chapter 6.3: Passenger Rail. This chapter describes rail passenger service in Placer County provided by the Capitol Corridor Joint Powers Authority (CCJPA); and provides an analysis of intercity passenger rail needs through 2035 for Placer County.
 - Chapter 6.4: Aviation. This chapter describes aviation facilities in Placer County including both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire, and agricultural needs.
 - Chapter 6.5: Goods Movement. This chapter summarizes goods movement transportation methods by which freight, commodities, and information are transported into and out of Placer County.
 - Chapter 6.6: Non-Motorized and Low-Speed Transportation. This chapter describes non-motorized and low-speed transportation in Placer County, including neighborhood electric vehicles or NEVs.
 - Chapter 6.7: Transportation Systems Management (TSM). This chapter describes Transportation Systems Management (TSM) techniques designed to maximize the efficiency of the existing transportation system by reducing traffic congestion, improving air quality, and reducing or eliminating the need for new and expensive transportation infrastructure. Techniques are generally low-cost measures to reduce travel demand and dependence on single occupant vehicles.
 - Chapter 6.8: Transportation Safety and Security. This chapter presents safety and security concerns for all transportation system users. Transportation safety and security is a critical component of the RTP; it informs multiple elements of the plan and calls for priority to the safety of all modes and facilities. This chapter also summarizes goals, priorities, and actions contained in the State Strategic Highway Safety Plan.
 - Chapter 6.9: Intelligent Transportation Systems (ITS). This chapter describes Intelligent Transportation Systems (ITS) as a collection of roadway, transit, communication systems, computer technologies, and management strategies to



improve the safety and operational effectiveness of the existing surface transportation system. ITS is not a mode of transportation itself. The chapter also describes the process that defines how agencies and systems are interconnected through the development of a statewide architecture, and integrated regional and local ITS systems.

- Chapter 6.10: Recreational Travel. This chapter documents recreational travel and tourism data for Placer County and transportation facility needs to accommodate this segment of travel.
 - Chapter 6.11: Integrated Land Use, Air Quality, and Transportation Planning. This chapter identifies the need for an interdisciplinary approach to integrate land use, transportation, and air quality planning efforts with one another to improve mobility throughout Placer County and the region.
7. Chapter 7: Air Quality Element. This chapter describes the Federal Clean Air Act and the California Clean Air Act and related law; responsibility for air quality planning and regulation in Placer County; and provides background information on global warming, climate change, and greenhouse gas emissions. This chapter also describes the required air quality conformity determination that must be made by SACOG that the RTP conforms to federal air quality regulations.
 8. Chapter 8: Financial Element. This chapter assesses the financial issues associated with implementing the transportation projects and programs that implement the goals, objectives, and policies contained in the RTP; examines current and potential funding sources; identifies transportation improvements that would be implemented under various financial scenarios; and provides a summary of estimated revenues considered to be reasonably available to fund the implementation of the RTP.
 9. Chapter 9: Environmental Considerations. This chapter summarizes environmental considerations in developing the 2035 RTP, including: prior CEQA review for the 2027 RTP and 2035 MTP; recommended mitigation; project level environmental review of RTP projects; NEPA considerations; and air quality documentation related to SIP conformance and implementation of transportation control measures (TCMs). The chapter also describes alternatives previously considered and summarizes growth related impacts of the RTP.

Of these nine chapters of the RTP, the Policy Element (Chapter 5) and the Action Element (included in Chapters 6.0 through 6.11) are the two components that include provisions with the potential to create physical changes to the environment. Consequently, these two elements are described in more detail below:

Policy Element

The Policy Element seeks to establish overall goals to guide the RTP. The Policy Element further defines objectives and policies needed to meet specific goals, which respond to regional transportation modal issues that PCTPA must consider. State guidelines require RTPAs to develop realistic goals, policies, and objectives to guide state and local transportation planning efforts.



Overall Goals

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

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

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

- Support well-planned growth and land use patterns;
- Improve environmental quality through better stewardship of the transportation system;
- Fit within financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain;
- Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets;
- Improve access and mobility opportunities for all people to jobs, services, and housing;
and
- Provide real, viable travel choices for all people within a diverse county.

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

1. Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region.
2. Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.
3. Improve the availability and convenience of passenger rail service.
4. Promote general and commercial aviation facilities and services that complement the countywide transportation system.
5. Provide for the safe and efficient movement of goods through, within, and into Placer County.
6. Promote a safe, convenient, and efficient non-motorized transportation system for bicyclists, pedestrians, and users of low speed vehicles, which is part of a balanced overall transportation system.



7. Provide an economical solution to the negative impacts of single-occupant vehicle travel through the use of alternative transportation methods.
8. Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.
9. By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards.
10. Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.
11. Incorporate all-inclusive public outreach efforts as part of the planning process, and encourage input from all interested groups and persons.

Specific Goals

The RTP contains ten specific goals, each with supporting policies and objectives, for roadways; public transit; rail transportation; aviation; goods movement; non-motorized transportation; TSM; recreation; integrated land use, air quality, and transportation planning; and funding. There are no specific goals defined for Safety and ITS. Rather, Safety and ITS are addressed within the goals, objectives, and policies of the other subject areas of the Policy Element.

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

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

Policies:

1. Work with Caltrans and local jurisdictions to identify roadways in need of major upgrading to meet standards for safety and design, maximize system efficiency and effectiveness, and plan their improvement through regional planning, corridor system management planning, and capital improvement programming.
2. Encourage jurisdictions to implement pavement management systems that identify and prioritize road maintenance projects.
3. Provide technical support to jurisdictions' local roadway improvement efforts through circulation system analysis, and other transportation studies, as requested.

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

Policies:

1. Work in partnership with Caltrans and local jurisdictions to identify and eliminate unsafe conditions on state highways.



2. Prioritize roadway projects, including maintenance and repair, required to maintain safety standards.
3. Maintain roads in the most cost effective manner given available resources.

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

Policies:

1. Maintain and improve the Interstate 80 Corridor as one of the major connections for freight distribution to and from destinations east of California.
2. Improve State Route 65 in order to facilitate goods movement and access to jobs.
3. Continue to identify funding for the Placer Parkway, a connector between State Route 65 and State Routes 70 and 99, including access to the Interstate 5 corridor in northern Sacramento County and the Sacramento International Airport.
4. Provide for convenient access, on all modes of travel, to tourist and recreational destinations within Placer County.
5. Incorporate Intelligent Transportation System (ITS) strategies in roadway improvements as economically feasible.
6. Implement capacity-increasing strategies that encourage use of alternative modes, such as HOV lanes, bus rapid transit, and bus-only lanes.

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

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

Policies:

1. Work with transit operators, social service agencies, the Social Services Transportation Advisory Council, and the general public to identify unmet transit needs.
2. On an annual basis, administer the unmet transit needs process, including hearings and findings, in accordance with the Transportation Development Act.
3. Work with transit operators to implement any transit services identified in the unmet transit needs process.

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



Policies:

1. Encourage jurisdictions to prioritize fixed route and dial-a-ride transit service within the urbanized area where the greatest operational efficiencies exist.
2. Encourage jurisdictions to develop alternative transit systems in non-urbanized/rural areas where transit needs exist, such as park-and-ride commuter services, lifeline fixed route deviation services, non-emergency medical transport programs, subsidized taxi services, and volunteer transport programs.
3. Encourage jurisdictions to work with transit operators to pursue improvements to transit access whenever opportunities arise.
4. Support transit projects which will serve residents, employees, and visitors within the North Lake Tahoe "Resort Triangle" (area bordered by SR28, SR 89, and SR 267) destinations for both commute, recreation, and daily trip purposes.

Objective C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.

Policies:

1. Work with transit operators, social service agencies, and the Consolidated Transportation Service Agency to update and implement the Social Service Transportation Action Plan.
2. Assist transit operators in the implementation of the Americans with Disabilities Act.
3. Encourage transit operators to provide discount fares for elderly and disabled groups.
4. Encourage some level of "lifeline" transit service between all communities where feasible.
5. Work with transit operators to assist social service agencies in providing transportation for *Access to Jobs* clients.
6. Work with transit operators to identify and secure funding to implement adopted short range transit plans.

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

Policies:

1. Implement and maintain transit services at levels recommended in adopted Short Range and Long Range Transit Master Plan, and update these plans at regular intervals.
2. Work with transit operators and jurisdictions to develop and fund routes that serve key commute corridors.
3. Develop and implement a coordinated marketing program to promote public transit as a viable transportation option, raise public awareness of the various systems, and increase understanding of how to use them.
4. Ensure that transit services continue to meet all state and federal requirements for funding, including those for farebox recovery ratios,



while developing fares and pricing that encourage non-riders to give transit a try.

5. Work with transit operators to develop and enforce ridership rules that ensure the safety of passengers and transit employees alike.
6. Develop working relationships with the business and industrial sector of the region to meet the transportation needs of their employees and clients.

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

Policies:

1. Provide convenient, coordinated transit schedules that provide for seamless regional connections both within Placer County and the Sacramento region.
2. Encourage transit operators to develop agreements that maximize convenience and minimize transfers when making trips that involve crossing jurisdictional boundaries.
3. Coordinate public transit schedules and rail passenger schedules to allow passengers to utilize bus service to access rail services.
4. Work with transit operators and other RTPAs in the region to develop and implement a centralized, one-stop consumer access center for transit information and trip planning.
5. Work with social service agencies and the CTSA to utilize available resources and coordinate social service transportation to the extent feasible.
6. Establish and maintain a performance monitoring system which evaluates the effectiveness of transit service as outlined in the Transportation Development Act.

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

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

Policies:

1. Support the Capital Corridor Joint Powers Board's Business Plan to increase the number of intercity passenger trains serving the entire Capital Corridor route, including increased service frequency to Placer County.
2. Support extension of regular Capital Corridor rail service to Reno.
3. Work with the Capital Corridor Joint Powers Board, Amtrak, Union Pacific, and other agencies to improve reliability of trains serving Placer County.
4. Encourage continued implementation of passenger information systems, convenient ticketing systems, and security upgrades on trains and at rail stations.



5. Work with jurisdictions to improve rail station facilities, including bus transfer, parking, lighting, and amenities.
6. Develop and implement regional rail service during peak commute periods between Auburn, Sacramento, and Oakland.

GOAL 4: Aviation. *Promote general and commercial aviation facilities and services that complement the countywide transportation system.*

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

Policies:

1. Promote the development of aviation system facilities and services necessary to satisfy user requirements.
2. Recognize and support the role of privately-owned, public use airports in accommodating the county's general and agricultural aviation needs.
3. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts.

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

Policies:

1. Work with jurisdictions to develop Airport Master Plans for public airports that address current and forecast conditions, and recognize the need for comprehensive, coordinated aviation planning.

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

Policies:

1. Support projects that integrate air transport facilities with other modes of transportation, including street and road access, public transit, and pedestrian and bike paths.
2. Integrate air transportation planning and development with other modes of transportation.
3. Support projects that facilitate goods movement utilizing the regional system of airports.

Objective D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).

Policies:

1. Update, as necessary, the PCALUCP to provide for orderly growth around public use airports and to safeguard public welfare.
2. Encourage local agency general plan consistency with the PCALUCP.
3. Review proposed local agency planning documents, regulations, and certain land use actions for consistency with the PCALUCP.



GOAL 5: Goods Movement. *Provide for the safe and efficient movement of goods through, within, and into Placer County.*

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

Policies:

1. Prioritize grade separation projects for railroad crossings which accommodate high traffic volumes and produce frequent delays.
2. Support projects that facilitate multi-modal goods transport to commercial and industrial areas wherever feasible.
3. Support projects that facilitate goods movement utilizing the regional system of airports.
4. Support projects that address the timely and efficient movement of goods and service on local, regional and interregional routes.

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

Policies:

1. Prioritize projects that improve site distances, warning signals, pavement quality and other safety features of at-grade rail crossings, which have deteriorated to an unacceptable level.
2. Encourage jurisdictions to provide proper road geometry on roadways intended to accommodate truck traffic.
3. Support projects that bring interchanges on Interstate-80 into compliance with height standards for truck traffic.
4. At at-grade rail crossings, consider implementing new safety/quiet zones to eliminate train horn noise provided that the crossing accident rate meets Federal Railroad Administration (FRA) standards and supplemental or alternative safety measures are in place in accordance with the FRA Final Train Horn and Quiet Zone Rule (effective June 2005).

GOAL 6: Non-motorized Transportation and Low-Speed Vehicles (Pedestrian, Bicycle, and NEVs). *Promote a safe, convenient, and efficient non-motorized transportation system, for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.*

Objective A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.

Policies:

1. Work with jurisdictions to update their Bicycle Master Plans in compliance State standards.
2. Encourage the completion of existing non-motorized systems and facilities (including bikeways and sidewalks), with an emphasis on closing gaps.
3. Consider Class I and II bikeways as preferred linkages in the bicycle facilities network. Use Class III bike routes as connectors only when necessary.



4. Regularly update the Placer County Bike Map.
5. Encourage jurisdictions to develop an implementation plan for accommodating Neighborhood Electric Vehicles (NEV) on appropriate roads.
6. Encourage the development of abandoned railroad right-of-way for non-motorized facilities.
7. Encourage the development of trails to increase access to wilderness and recreational areas of the region.

Objective B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.

Policies:

1. Encourage the adoption of bicycle and NEV ordinances.
2. Encourage local jurisdictions to install bicycle safe drain grates.
3. Encourage secure facilities for bicycle and NEV storage at industrial, governmental, commercial, recreational, and educational locations.
4. Require all bicycle facilities funded through the Transportation Development Act to be designed in accordance with the state and federal bikeway design criteria.

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

Policies:

1. Improvements to the existing roadway network should consider provisions to properly accommodate bicycles, pedestrians, and NEVs.
2. Priority should be placed on roadway and street designs that avoid collisions between bicycles, autos, NEVs, and pedestrians.
3. Encourage jurisdictions to build complete street improvement projects, which incorporate non-motorized and transit facilities where feasible.
4. Encourage jurisdictions to require developers to incorporate pedestrian, bicycle, and NEV friendly designs in commercial centers and parking lots.
5. Encourage jurisdictions to implement safe bicycle and pedestrian routes to schools.

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

Policies:

1. Support pedestrian/equestrian paths and bicycle trails within open spaces adjacent to creeks, canals, and major traffic corridors.
2. Support regional hiking and equestrian trails that link residential areas.

Objective E: Provide an informational/educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.



Policies:

1. Distribute pamphlets on “rules of the road” for to bicycle shops, schools, and the Department of Motor Vehicles.
2. Encourage the Department of Motor Vehicles to include bicycle and NEV rules and regulations on driver licensing tests.

GOAL 7: Transportation Systems Management (TSM). *Provide an economical solution to the negative impacts of single-occupant vehicle travel through the use of alternative transportation methods.*

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

Policies:

1. Consider proximity to major travel origins and destinations in siting of new multi-modal transportation facilities.
2. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities.

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

Policies:

1. Support the use of public transportation as a transportation control measure to reduce traffic congestion and vehicle emissions.
2. Prepare and distribute transit service information to educational, commercial, recreational, and large employment centers.
3. Work with Caltrans and local jurisdictions to locate and develop park-and-ride lots.
4. Work with the Regional Rideshare Task Force to coordinate ridesharing activities and goals.
5. Provide outreach to media, employers, and the general public to promote awareness of alternative transportation.
6. Continue to organize, coordinate, and publicize alternative transportation events and programs such as Bike Commute Week, Spare the Air, and School Pool.
7. Work toward decreasing the amount of single-occupant vehicle trips and vehicle miles traveled in Placer County toward achieving SACOG’s 10 percent trip reduction goal.

Objective C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.

Policies:

1. Encourage employers to develop and implement telecommuting programs for their workers.
2. Encourage employers to use teleconferencing to reduce the need for face-to-face meetings.



3. Provide informational resources to businesses and individuals regarding telecommuting, teleconferencing, and satellite work locations.
4. Encourage the use of computer service networks to pay bills, shop, and bank, obtain travel information, and completed other personal business tasks.
5. Encourage the development and use of technological advances that enable students to participate in classroom instruction from their homes.

GOAL 8: Recreational Travel. *Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.*

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

Policies:

1. Consider peak recreational seasons and times when designing facilities for all modes, including transit services, new roadways, bike routes, pedestrian paths, and electronic information systems.
2. Promote the advantages of “leaving your car behind” to travelers, and inform them of alternatives.
3. Consider the transportation needs of employers and employees in the recreation industry when designing transit services.

GOAL 9: Integrated Land Use, Air Quality & Transportation Planning. *By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental standards.*

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

Policies:

1. Where possible, support jurisdictions’ efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable general plan Circulation Element.
2. Provide comment on the consistency of county and local general and specific plans with airport land use plans.
3. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel.
4. Encourage jurisdictions to protect corridors and rights-of-way, when identified, for future road and transit corridors through the adoption of specific plans and general plans.
5. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips
6. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities.



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

Policies:

1. Encourage jurisdictions to develop roadways and transit investments that complement Blueprint growth patterns, infill development, economic development programs, and requirements of infrastructure to support planned land uses.
2. Encourage jurisdictions to review and assess the impact of new development proposals consistency with Blueprint principles, and the impact on local circulation plans and transit system demand and supply.
3. Encourage jurisdictions to require street patterns for new roadways, especially in commercial, industrial, and high-density residential areas, that take into consideration the requirements of public transit.
4. Explore and analyze opportunities to add additional rail stations and infrastructure, while maintaining and expanding existing rail infrastructure as necessary.
5. Encourage jurisdictions to include the needs of all transportation users in the planning, design, construction and maintenance of roadway (complete streets) and transit facilities.

Objective C: Ensure that transportation projects do not contribute to increased vehicle emissions.

Policies:

1. Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods.
2. Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system.
3. Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions.
4. Work with the Sacramento Area Council of Governments to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets.
5. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs and projects.

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



Policies:

1. Use mechanism such as Memorandums of Understanding and joint powers agreements between jurisdictions to accomplish sound planning and implementation of multi-jurisdictional transportation projects and programs.
2. Facilitate the coordination and implementation of local, county-wide, and regional transportation programs to improve mobility and air quality.
3. Build coalitions with key private sector and community groups to involve the community in developing transportation solutions.
4. Monitor state and federal legislative proposals and provide input regarding their impacts on local and regional transportation programs.

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

Policies:

1. Continue to coordinate with local jurisdictions in transportation improvement efforts.
2. Continue to participate in statewide forums such as the Regional Transportation Planning Agencies group, Rural Counties Task Force, California Council of Governments, and the California Association for Coordinated Transportation in order to maximize opportunities for transportation improvements in Placer County.
3. Work with appropriate agencies, including Caltrans and SACOG, to ensure coordination of interjurisdictional transportation corridor projects.

GOAL 10: Funding. *Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.*

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

Policies:

1. Maximize use of federal and state transportation funding sources to achieve RTP policies and objectives, and advocate for full funding of transportation programs, including the State Transportation Improvement Program (STIP).
2. Assist jurisdictions to identify and obtain grant funding.
3. Seek funding for public transportation implemented to serve social service programs from the agencies responsible for the programs.
4. Work with the California Transportation Commission, Caltrans, jurisdictions, and other regional agencies to maximize allocations of statewide funds, such as State Highway Operation Protection Program and Interregional Transportation Improvement Program, for Placer County projects.
5. Promote the funding of operational improvements that will improve traffic flows and increase the capacity of person trips at relatively low cost.



6. Promote the funding of operational improvements, maintenance, and modernization of public transit services and facilities.
7. Promote funding of maintenance for existing infrastructure as a top priority.
8. Promote funding for transportation investments in non-urbanized/rural areas.
9. Promote the funding of non-motorized projects which are part of a regional or community-wide plan.
10. Promote the funding of non-motorized projects which increase accessibility to recreational, commercial, or educational facilities.
11. Work with State and Federal officials to resist attempts to divert or reduce transportation funding.
12. Manage Federal and State funding so as to simplify, expedite, and maximize project delivery, including working out ways to exchange various types of funds among jurisdictions and projects.
13. Continue to fund some project development to create a shelf list of key ready to implement projects for ad hoc funding opportunities.

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

Policies:

1. Encourage jurisdictions to devise user charges that link the financing of new or expanded facilities and services to the development that creates or increases the need for such.
2. In the event of funding shortfalls for needed projects, consider alternative customized transportation fund sources such as fees, establishment of assessment districts, license fees for bicycles and NEVs, and/or a transportation sales tax.
3. Work with the League of California Cities, California State Association of Counties, legislators, transportation groups, and other interested parties to develop new sources of funding for road rehabilitation, maintenance and operation of the existing transportation system and expansion to meet future needs.
4. Explore the feasibility of implementing a local option sales tax for transportation purposes.
5. Initiate a public education and outreach campaign to inform citizens of the need for additional funding for transportation projects.
6. Encourage multi-agency package of projects for federal and State funding programs, where a regional strategy may improve chances of success.

Performance Measures

Performance measures are used to evaluate and assess the effectiveness of the transportation system in achieving the RTP's goals, objectives, and policies. PCTPA has developed the following performance criteria to set priorities for implementation of projects included in the RTP and how their implementation will enhance various aspects of the transportation system.



1. Improve transportation safety throughout the region.
2. Relieve congestion on roadways and continuously improve air quality.
3. Enhance regional integration for all modes, and increase multimodal travel opportunities.
4. Maintain existing transportation facilities to comply with all applicable standards.
5. Implement transportation projects that preserve natural and cultural resources.
6. Provide opportunities for public participation in all stages and phases of transportation planning and project development and implementation.

Action Element

The Action Element (Chapters 6.0 through 6.11) of the RTP identifies all transportation projects and programs within the financial constraint requirements and the horizon of the RTP. The Action Element implements the Policy Element with the anticipated financial resources, establishes the priorities for regional transportation programs, and conforms to the SIP for air quality.

The Action Element includes sub-elements and action plans for the regional roads, public transit, aviation, passenger rail, goods movement, non-motorized transportation, transportation systems management, transportation safety and security, intelligent transportation systems, and integrated land, air, and transportation planning.

A short-range (approximately five years - pre-2015) and long-range action plan (approximately 20 years - post 2015) are provided for each mode, as well as a list of specific projects to be implemented by the various jurisdictions that comprise PCTPA along with Caltrans and other transportation agencies. Lists of the programmed/funded (constrained) and planned/unfunded (unconstrained) projects proposed in the 2035 RTP Update can be found in Appendix B.

Programmed funds mean that the funds are budgeted/committed for projects and are included in the SACOG MTIP (as amended), the STIP, and the State Highway Operation Protection Program. Funded projects can also include projects beyond the four year programming period of the MTIP, which are included in the region's financially constrained 2035 MTP. The programmed/funded (constrained) list includes those projects that, given the assumptions contained in the Financial Element, PCTPA can reasonably expect to fund between now and 2035. Planned projects (unconstrained) refer to projects for which a specific funding source has not yet been identified. (Refer to Appendix B for a complete list of programmed and planned 2035 RTP projects.)

Transportation Control Measures (TCMs)

On April 15, 2004, a new eight-hour national ambient air quality standard (NAAQS) for ozone was implemented by U.S. EPA to replace the one-hour AAQS. This standard was originally



announced in 1997, but was delayed due to court challenges by industry groups. The U.S. EPA issued the new ozone NAAQS as a final rule published in the Federal Register. As a result of the change from the one-hour to the eight-hour AAQS, the Sacramento Region has received a “severe” nonattainment designation for ozone and has been given a new attainment date of 2019. The air districts that make up the Sacramento Federal Ozone Nonattainment Area prepared the SIP, which was adopted by the California Air Resources Board in March 2009.

The SIP contains TCMs and land use measures that are intended to result in the reductions in the emissions of criteria pollutants to meet NAAQS by 2019. TCMs and land use measures contained in the SIP include: ITS; employer trip reduction regulations; transit service funding programs; high occupancy vehicle lanes; park and ride lots/transit centers; flexible work hours; vanpool assistance programs; transit oriented development policies; pedestrian and bikeway improvements; congestion management strategies; MTP regional funding programs; and other specific funding programs, including Freeway Service Patrol. TCMs and land use measures are implemented directly by the five air districts, as well as the local jurisdictions within each air district.

TCMs included in the SIP that are the responsibility of Placer County jurisdictions are shown in Table 2-1 below:

Table 2.1 Placer Transportation Control Measures Included in the 8-Hour Ozone SIP for the Sacramento Ozone Non-Attainment Area

TCM ID	SACOG ID	Transportation Control Measure	Description	Placer Cost	Completion Year	Lead Agency
ITS-4	VAR11000	STARNET Implementation	Develop and install an information exchange system--the Sacramento Transportation Area Network, or STARNET--and connect 18 traffic and emergency centers.	0	2009	SACOG
TF-2	PLA19100	Improvements to Loomis Multimodal Center	Design and construct pedestrian and landscaping improvements at the multimodal center including a Class I bike facility adjacent to Taylor Rd. from downtown Loomis to Sierra College Blvd.	\$659,225	2010	Town of Loomis
TR-1a	PLA25223	Auburn Transit Bus Replacement		\$225,000	2008	City of Auburn
TR-1b	PLA25371	Roseville Transit Bus Purchase		\$2,300,000	2009	City of Roseville
TR-1c	PLA25322	Roseville Transit Bus Replacement		\$375,000	2008	City of Roseville
TR-2b	PLA25215	Roseville Operating Assistance		\$145,000	2008	City of Roseville



Table 2.1 Placer Transportation Control Measures Included in the 8-Hour Ozone SIP for the Sacramento Ozone Non-Attainment Area

AQ-2	SAC22090	SECAT	Heavy-Duty NOx control strategies; SECAT program; GIS Transit program (includes bus stop and centralized regional transit information system, and trip planning) Bus Replacement projects include: REG17782, YCT18087, UNI10441, SAC24145, PCT10481	\$1,286,813	annually through 2018	SACOG
AQ-3	VAR56022	Spare the Air	Conduct the Spare the Air Education Program jointly funded by the Sacramento Metro AQMD, Yolo-Solano AQMD and the Placer County Air Quality Control District	\$337,428	annually through 2018	SMAQMD
			Total	\$5,328,466		

The SIP also includes several research and policy development TCMs that are currently in the study phase by SACOG. It is anticipated that these future policies will be included in SACOG’s 2011 MTP update and SIP, and as applicable the next update of the Placer County RTP.

2.4 PRIOR ENVIRONMENTAL REVIEW

Pursuant to the CEQA Guidelines, a Final Supplemental Program EIR (State Clearinghouse #2001052072) for the Placer County 2027 RTP was prepared and certified by the PCTPA, the lead agency, in September 2005. In addition, a Final Program EIR (State Clearinghouse #2007012050) for the 2035 MTP was prepared and certified by the lead agency, SACOG, in March 2008. SACOG prepares the MTP for the entire six-county region, which includes Placer County, and, under a Memorandum of Understanding with the PCTPA, incorporates the Placer County RTP into the MTP.

The PCTPA Board approved a comprehensive list of transportation projects and programs, with the adoption of the 2027 RTP. After adoption, the 2027 RTP was submitted to SACOG and formed the basis for the Placer County component of the 2035 MTP. The 2035 RTP updates the 2027 RTP to reflect the changes to the short-term and long-term action plans resulting from project delivery success. Over the five-year period between 2005 and 2010, PCTPA delivered a large percentage of the projects listed in the 2027 RTP Action Element. These projects have been removed from the 2035 RTP. Many of the projects included in the 2027 RTP were subsequently refined as part of the development of SACOG’s 2035 MTP. Several new projects were also developed and added to the 2035 MTP. The draft project list for the 2035 RTP proposes to bring the two plans into consistency; furthermore, the short-range program for the 2035 RTP is also consistent with the SACOG MTIP, as recently amended.

2.5 PROJECT APPROVALS

PCTPA is the Lead Agency for the preparation, adoption, and environmental review of the 2035 RTP, pursuant to the State Guidelines for Implementation of the CEQA, Section 15050.



Although adoption of the RTP will not require permits or other regulatory approvals of resource agencies, separate future, project-level environmental review, permits, and approvals may ultimately be required by responsible lead agencies to implement certain transportation system improvements identified in the draft 2035 RTP.

The following public agency reviews and approvals would have to be completed before the proposed 2035 RTP Update can be implemented:

- California Department of Transportation (Caltrans) District 3
- SACOG
- South Placer Regional Transportation Authority
- PCTPA member agencies, including:
 - *Placer County*
 - *City of Rocklin*
 - *City of Auburn*
 - *City of Roseville*
 - *City of Colfax*
 - *Town of Loomis*
 - *City of Lincoln*

It should be noted that additional environmental review would have to be conducted by the responsible lead agency prior to implementation of individual projects contained within the RTP. The relationship of this EIR to future environmental review of individual transportation projects is further discussed in Section 1.0, *Introduction*, of the SEIR.



3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

Geography

Placer County is located in the foothills and mountains of the Sierra Nevada, extending eastward from the eastern portion of California's Central Valley. It is bordered by Nevada County to the north, Sutter County to the west, Sacramento and El Dorado counties to the south and the State of Nevada to the east. A portion of Lake Tahoe is located in Placer County. Placer County contains 1,506 square miles or 898,820 acres, ranging in elevation from 160 feet above sea level to nearly 9,500 feet above sea level.

The Placer County Regional Transportation Plan (RTP) planning area is comprised of the majority of Placer County, California, with the exception of the Lake Tahoe Basin, which is located in the eastern portion of the County (see Figure 2-1).

Six incorporated cities are located within the political boundary of Placer County. These include the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis. Numerous unincorporated communities are also located in Placer County, including Foresthill, Granite Bay, Weimar, Newcastle, Meadow Vista, and Sheridan.

Regional Transportation System

Major roadways within the county include Interstate 80 (I-80), State Route (SR) 20, SR 28, SR 49, SR 65, SR 89, SR 174, SR 193, and SR 267. Interstate 80 is the primary east-west corridor through Placer County, connecting the Sacramento and San Francisco Bay areas with Truckee and Reno. State Route 20, which runs through Placer County for 2.6 miles, connects Nevada City to I-80 near Emigrant Gap. State Route 49 runs through the county in a generally north-south direction, connecting with Nevada County to the north and El Dorado County to the south. State Route 65 runs generally north-south in the western portion of the county, connecting Roseville to Lincoln, Yuba City, and Marysville. State Route 193 runs approximately perpendicular to SR 65, connecting Newcastle to Lincoln. State Routes 89, 174, and 267 all run in roughly north-south directions in the eastern half of the county. State Routes 89 and 267 serve as major routes to and from the Lake Tahoe region.

In addition to roadways, the Placer County transportation system includes the Capitol Corridor train service, county-wide bicycle and pedestrian facilities, six public transit providers, and four airports. The transit providers include Auburn Transit, Western Placer Consolidated Transportation Services Agency, Lincoln Transit, Placer County Transit, Roseville Transit, and Tahoe Area Regional Transit. The airports in Placer County are Auburn Municipal, Lincoln Regional, Blue Canyon, and Truckee-Tahoe.



3.2 DEMOGRAPHIC SETTING

Population

The total estimated population of Placer County is 347,102 (California Department of Finance, 2010). This represents about a six percent increase from the last RTP update in 2007, when the population was 326,751. The six incorporated cities within Placer County contain approximately 68% of the total County population. The remaining population is spread throughout the unincorporated region of Placer County, including the communities of Foresthill, Granite Bay, Weimar, Newcastle, Meadow Vista, and Sheridan. It should be noted that these population estimates include the Lake Tahoe Basin area, which is not part of the Placer County Transportation Planning Agency (PCTPA) jurisdiction. The Lake Tahoe Basin area that lies within Placer County accounts for approximately 4% of the Placer County population.

Economic Setting

Information in this section is excerpted from the *Placer County Economic and Demographic Profile* (Center for Strategic Economic Research, 2010), which can be accessed in its entirety at <http://www.placer.ca.gov/~media/ceo/ecd/documents/2010%20Placer%20County%20Economic%20and%20Demographic%20Profile.ashx>.

The largest proportions of total jobs in Placer County in 2008 were in Trade, Transportation, & Utilities (approximately 28,000 jobs); Government (approximately 20,000 jobs); and Leisure & Hospitality (approximately 20,000 jobs). These industries combined make up nearly half of Placer County's economy. Kaiser Permanente, Hewlett-Packard Co., Sutter Health, Union Pacific Railroad, and Thunder Valley Casino Resort are the top five major private employers in Placer County.

In 2008, Placer County had a labor force of over 176,000 people, with almost 165,000 employed. The County had a 2008 unemployment rate of 6.5 percent, which was lower than the Sacramento Region and California, but above the Bay Area. Placer County had the highest increase in its labor force, in line with its population growth—56 percent growth from 1998 to 2008, significantly greater than the Sacramento Region (about 26 percent), the Bay Area (around two percent), and California (nearly 14 percent).

Placer County's highways allow one-day freight delivery throughout California and parts of the West Coast, making Placer County an excellent location for warehouse and distribution facilities. Similarly, the Port of West Sacramento provides access for deepdraft ships. The Sacramento Region transportation advantages benefit the local economy and enhance Placer County's ability to reach and serve markets in the United States and abroad.

Access via Interstate 80 and more than 820 miles of connecting highways permit rapid commutes to surrounding regions, placing cities such as San Francisco; Reno, Nevada; and Salt Lake City, Utah within one day's travel from Placer County. Highway 65 provides access from Interstate 80 north to Lincoln and Marysville. Interstate 5 links Placer County with Oregon and Washington in the north, and Los Angeles, Orange, and San Diego Counties in the south.



Highway 99 travels north and south through the agricultural regions of the San Joaquin and Sacramento Valleys and nearby Highway 50 provides a direct connection to South Lake Tahoe and convenient access to all connecting freeways in the Sacramento Region.



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4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the Placer County Transportation Planning Agency (PCTPA) 2035 Regional Transportation Plan (RTP) for specific issue areas that were identified as having the potential to experience significant impacts and have not been previously addressed in the Sacramento Area Council (SACOG) of Governments 2035 Metropolitan Transportation Plan (MTP) Environmental Impact Report (EIR).

“Significant effect” is defined by the *State CEQA Guidelines* §15382 as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines.

Significant: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines.

Not Significant: An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

Beneficial: An effect that would reduce existing environmental problems or hazards.

The impact discussion is divided into two sections: *Policy Impacts* and *Project Impacts*. The *Policy Impacts* section discusses proposed policy changes and analyzes the impacts of those changes. The *Project Impacts* section describes previous environmental review and applicable mitigation measures of SACOG 2035 MTP EIR, as applicable to the proposed 2035 RTP. Because the vast majority of 2035 RTP projects were evaluated in the SACOG 2035 MTP EIR, this Supplemental Environmental Impact Report (SEIR) tiers off of the SACOG 2035 MTP EIR and assumes the analysis of that document where applicable. Policies and projects that were not evaluated in the SACOG 2035 MTP EIR are evaluated in this SEIR.



4.1 POLICY IMPACT ANALYSIS

Proposed Policy Changes of the 2035 RTP

The following policies were originally from the PCTPA 2027 RTP. These policies have been revised and updated to ensure consistency with the SACOG 2035 MTP. These revised and updated policies have been incorporated into the proposed PCTPA 2035 RTP. Changes to policies are indicated by text with underline (example) for insertions/additions and strikethrough (~~example~~) for deletions. Refer to Section 2.0, *Project Description*, for a complete list of 2035 RTP policies.

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

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

Policy:

1. Work with Caltrans and local jurisdictions to identify roadways in need of major upgrading to meet standards for safety and design, maximize system efficiency and effectiveness, and plan their improvement through regional planning, corridor system management planning, and capital improvement programming.

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

Objective B: Tailor transit service provisions to the area's population characteristics and special needs.

Policies:

1. Encourage jurisdictions to prioritize fixed route and dial-a-ride transit service within the urbanized area where the greatest operational efficiencies exist.
2. Encourage jurisdictions to develop alternative transit systems in non-urbanized/rural areas where transit needs exist, ~~encourage jurisdictions to develop alternative transit systems~~ such as park-and-ride commuter services, lifeline fixed route deviation services, non-emergency medical transport programs, subsidized taxi services, and volunteer transport programs.
3. Encourage jurisdictions to work with transit operators to pursue improvements to transit access whenever opportunities arise.
4. Support transit projects which will serve residents, employees, and visitors within the North Lake Tahoe "Resort Triangle" (area bordered by SR28, SR 89, and SR 267) destinations for both commute, recreation, and daily trip purposes.



Objective C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.

Policy:

6. Work with transit operators to identify and secure funding to ~~add shelters at bus stops with significant ridership, as designated in~~ implement adopted short range transit plans, ~~and in PCTPA's transit shelter plan.~~

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

Policy:

1. Implement and maintain transit services at levels recommended in adopted Short Range and Long Range Transit Master Plan, and update these plans at regular intervals.

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

Policies:

4. Work with transit operators and other RTPAs in the region to develop and implement a centralized, one-stop consumer access center for transit information and trip planning.
- ~~7. Develop and regularly update long range transit plans for the transit operators in Placer County.~~

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

Policies:

1. Support the Capital Corridor Joint Powers Board's Business Plan to increase the number of intercity passenger trains serving the entire Capital Corridor route, including increased service frequency to Placer County.
5. Work with jurisdictions to improve rail station facilities, including bus transfer, parking, lighting, and amenities.

GOAL 5: Goods Movement. *Provide for the safe and efficient movement of goods through, within, and into Placer County.*

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

Policy:

4. Support projects that address the timely and efficient movement of goods and service on local, regional and interregional routes. ~~throughout the region.~~



GOAL 6: Non-motorized Transportation and Low-Speed Vehicles (Pedestrian, Bicycle, and NEVs). *Promote a safe, convenient, and efficient non-motorized transportation system, for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.*

Objective A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.

Policies:

1. Work with jurisdictions to update their Bicycle Master Plans in compliance with State standards.
5. Encourage jurisdictions to develop an implementation plan for accommodating Neighborhood Electric Vehicles (NEV) on appropriate roads.

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

Policies:

3. Encourage jurisdictions to build complete street improvement projects, which incorporate non-motorized and transit facilities where feasible.
5. Encourage jurisdictions to implement safe bicycle and pedestrian routes to schools.

Objective E: Provide an informational/educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.

GOAL 7: Transportation Systems Management (TSM). *Provide an economical solution to the negative impacts of single-occupant vehicle travel through the use of alternative transportation methods.*

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

Policy:

2. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities.

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

Policy:

7. Work toward decreasing the amount of single-occupant vehicle trips and vehicle miles traveled in Placer County toward achieving SACOG's 10 percent trip reduction goal.

Objective C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.



Policies:

2. Encourage employers to use teleconferencing to reduce the need for face-to-face meetings.
4. Encourage the use of computer service networks to pay bills, shop, and bank, obtain travel information, and completed other personal business tasks.

GOAL 8: Recreational Travel. *Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.*

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

Policies:

1. Consider peak recreational seasons and times when designing facilities for all modes, including transit services, new roadways, bike routes, pedestrian paths, and electronic information systems.

GOAL 9: Integrated Land Use, Air Quality & Transportation Planning. *By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental air quality standards.*

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

Policies:

5. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips.
6. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities.

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

Policies:

1. Encourage jurisdictions to develop roadways and transit investments that complement Blueprint growth patterns, infill development, economic development programs, and requirements of infrastructure to support planned land uses.
2. Encourage jurisdictions to review and assess the impact of new development proposals consistency with Blueprint principles, and the impact on local circulation plans and transit system demand and supply.
5. Encourage jurisdictions to include the needs of all transportation users in the planning, design, construction and maintenance of roadway (complete streets) and transit facilities.



Objective C: Ensure that transportation projects do not contribute to increased vehicle emissions.

Policies:

2. Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system, such as alternative fuel programs
3. Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions.
4. Work with the Sacramento Area Council of Governments to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets.
5. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs and projects.

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

Policies:

3. Work with appropriate agencies, including Caltrans and SACOG, to ensure coordination of interjurisdictional transportation corridor projects.

GOAL 10: Funding. *Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.*

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

Policies:

1. Maximize use of federal and state transportation funding sources to achieve RTP policies and objectives, and advocate for full funding of transportation programs, including the State Transportation Improvement Program (STIP).
8. Promote funding for transportation investments in non-urbanized/rural areas.
12. Manage Federal and State funding so as to simplify, expedite, and maximize project delivery, including working out ways to exchange various types of funds among jurisdictions and projects.
13. Continue to fund some project development to create a shelf list of key ready to implement projects for ad hoc funding opportunities.



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

Policies:

2. In the event of funding shortfalls for needed projects, consider alternative customized transportation fund sources such as fees, establishment of assessment districts, license fees for bicycles and NEVs, and/or a transportation sales tax.
3. Work with the League of California Cities, California State Association of Counties, legislators, transportation groups, and other interested parties to develop new sources of funding for road rehabilitation, maintenance and operation of the existing transportation system and expansion to meet future needs.
6. Encourage multi-agency package of projects for federal and State funding programs, where a regional strategy may improve chances of success.

Policy Impact Discussion

The revised policies of the proposed 2035 RTP are intended to provide guidance for future transportation projects and transportation planning decision making within the PCTPA planning area, and ensure consistency with the policies of the SACOG 2035 MTP. These revised policies would not result in direct physical alterations to the environment as these policies would not result in the direct implementation of any particular transportation project. Instead, future projects that are implemented under the proposed 2035 RTP would need to be consistent with these policies and would be subject to subsequent environmental review under CEQA, which would ensure that potential environmental impacts are addressed accordingly. In addition, the proposed 2035 RTP, and the policies therein, would facilitate transportation improvements throughout the region, which are intended to reduce traffic congestion, increase alternative modes of transportation and reduce overall VMT. This would result in overall benefits to traffic circulation, air quality, greenhouse gas emissions and noise as compared to future conditions without the proposed 2035 RTP. Direct physical environmental affects of the proposed 2035 RTP would most likely occur as a result of implementation of specific projects as listed in Appendix B. Potential environmental impacts of these projects are discussed in the following subsection.

4.2 PROJECT IMPACT ANALYSIS

This section discusses the potential environmental impacts of the proposed transportation projects of the PCTPA 2035 RTP as listed in Appendix B. Potential environmental impacts are discussed on a programmatic level (please see Section 1.0, *Introduction*, for more detail on Program EIRs). Implementation of the individual projects listed in Appendix B may require further environmental review, which will be determined by the implementing agency on a case-by-case basis at the onset of each project.

The financially constrained and unconstrained projects listed in the proposed 2035 RTP (Appendix B) were included as part of the larger project list evaluated in the SACOG 2035 MTP



EIR, with the exception of one project, the Interstate-80/State Route 65 Interchange Modification Project Phase II (I-80/SR 65 Interchange Project). It should be noted that Phase I of this project was previously evaluated in the 2035 MTP EIR.

The previously evaluated projects of the proposed 2035 RTP would not result in new impacts or increase the severity of impacts beyond those addressed in the SACOG 2035 MTP EIR because no substantial changes to baseline environmental or regulatory conditions, or to the proposed projects have occurred since certification of the SACOG 2035 MTP EIR in 2008. For additional information on the environmental setting, significance thresholds, impacts, and mitigation measures for the previously evaluated 2035 RTP projects, please refer to the SACOG 2035 MTP EIR available online at <http://www.sacog.org/mtp/2035/final-eir/>.

This SEIR specifically addresses the potential environmental impacts of the I-80/SR 65 Interchange Project, which was the only project not previously evaluated in the SACOG 2035 MTP EIR (refer to Figure 4-1).

4.2.1 AESTHETICS

Previous Environmental Review

The SACOG 2035 MTP EIR concluded that impacts to scenic vistas, scenic resources, visual character and quality, and the creation of new sources of light or glare may result from the construction of soundwalls associated with transportation projects. Impacts to aesthetics were considered potentially significant. Mitigation measures identified to reduce impacts to aesthetics are listed below.

Mitigation Measures.

- | | |
|-----------------|---|
| AES-1(a) | Reduce Visibility of Construction Staging Areas and Re-vegetate Exposed Earth Surfaces |
| AES-1(b) | Determine Specific Visual Effects Associated with Proposed Improvement Projects |
| AES-2 | Implement Applicable Local Policies and Standard Measures to Protect Scenic Vistas, Scenic Resources and Visual Character |
| AES-3 | Design Projects to be Visually Compatible with Surrounding Areas |
| AES-4 | Develop Design Guidelines that Make Project Elements Visually Compatible with Surrounding Areas |
| AES-5 | Plant Trees along Transportation Corridors to Reduce Sun Glare |
| AES-6 | Design Structures to Avoid or Reduce Impacts Resulting from Glare |





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I-80/SR-65 Interchange Modification Project
Site Aerial

Figure 4-1

- AES-7 Design Lighting to Meet Minimum Safety and Security Standards
- AES-8 Construct Soundwalls to Complement the Surrounding Landscape
- AES-9 Include Landscaping for Soundwalls to Complement the Landscape of Surrounding Areas

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar impacts to visual character and quality, as well as lighting and glare impacts through roadway widening, signalization of intersections, installation of street and pedestrian lighting, and construction of pedestrian pathways, as described in the SACOG 2035 MTP EIR. Future projects under the 2035 RTP would be subject to Mitigation Measures AES-1 through AES-7. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would similarly result in impacts to visual character and quality through the removal of vegetation and intensification of urban development. The I-80/SR 65 Interchange Project would be subject to the Mitigation Measures AES-1 through AES-7 of the SACOG 2035 MTP EIR. Therefore, the proposed 2035 RTP would not increase the severity of aesthetic impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.2 AGRICULTURAL RESOURCES

Previous Environmental Review

The SACOG 2035 MTP EIR found three potential impacts to agricultural resources, including the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflicts with agricultural zoning or a Williamson Act contract; and changes in the existing environment that could result in the conversion of Farmland to non-agricultural use. The impact to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance was found to be potentially significant. Mitigation Measures for all impacts are below.

Mitigation Measures:

- AG-1 Develop Rural-Urban Connections Strategy and Create Best Practices Toolkit
- AG-2 Evaluate the Potential for Direct Farmland Conversion at the Project Level and Avoid, Minimize, and Compensate for Loss of Farmland
- AG-3 Identify Open Spaces Areas to be Preserved through Dedication or Fee Payment
- AG-4 Obtain Appropriate Permits, and Minimize Impacts of Agricultural Zoning Conflicts



AG-5 Design Project Improvements to Minimize Impacts on Open Space and Agriculture.

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar impacts to the conversion of farmlands, as well as zoning and Williamson Act conflicts, through the construction of new roadways and expansion projects, as described in the SACOG 2035 MTP EIR. Future projects under the 2035 RTP would be subject to Mitigation Measures AG-1 through AG-5 as applicable to address site-specific impacts. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would not result in the conversion of farmlands and would not be in conflict with zoning or a Williamson Act contract as there are no agricultural lands adjacent to the interchange. Therefore, the interchange project would not be subject to Mitigation Measure AG-1 through AG-5. The proposed 2035 RTP would not increase the severity of impacts to agricultural resources beyond those addressed in the SACOG 2035 MTP EIR.

4.2.3 AIR QUALITY

Placer County is located within three separate air basins: Mountain Counties, Sacramento Valley, and Lake Tahoe. Land area included in California air basins generally share similar meteorological and geographic conditions (air basins are defined in the California Health and Safety Code and the California Code of Regulations). Placer County totals 1,506 square miles of which 65 percent lies within the Mountain Counties Air Basin, 30 percent within the Sacramento Valley Air Basin, and five percent of which is located with the Lake Tahoe Air Basin.

The jurisdiction of the PCTPA is defined in Section 67910 of the California Government Code as Placer County, exclusive of the Lake Tahoe Air Basin. The planning area of the RTP has the same boundaries with the jurisdiction of the PCTPA. The 2035 RTP planning area is made up of the Mountain Counties Air Basin and the Sacramento Valley Air Basin and represents approximately 95 percent of the Placer County land area. The local air district is the Placer County Air Pollution Control District and the regional air district is the Sacramento Metropolitan Air Quality Management District.

Federal and state standards have been established for six criteria pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb) (refer to Table 4.2-1). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. The local air quality management agency is required to monitor air pollutant levels to assure that air quality standards are met and, in the event they are not, to develop strategies to meet these standards. Depending on whether the standards are met or exceeded, the local air basin is classified as in “attainment” or “nonattainment.” The PCTPA planning region is a non-attainment area for state standards for ozone, PM₁₀, and PM_{2.5} (Table 4.2-2). For federal standards, the PCTPA planning region is considered “severe” nonattainment for 8-hour ozone and nonattainment for PM_{2.5}. Table 4.2-2 also shows the differences in attainment status designations between state and federal standards.



Table 4.2-1. Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg) 0.100 ppm (1-hr avg)	0.030 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead	1.5 $\mu\text{g}/\text{m}^3$ (calendar quarter) 0.15 $\mu\text{g}/\text{m}^3$ (rolling 3-month avg)	1.5 $\mu\text{g}/\text{m}^3$ (30-day avg)
Particulate Matter (PM ₁₀)	150 $\mu\text{g}/\text{m}^3$ (24-hr avg)	20 $\mu\text{g}/\text{m}^3$ (annual avg) 50 $\mu\text{g}/\text{m}^3$ (24-hr avg)
Particulate Matter (PM _{2.5})	15 $\mu\text{g}/\text{m}^3$ (annual avg) 35 $\mu\text{g}/\text{m}^3$ (24-hr avg)	12 $\mu\text{g}/\text{m}^3$ (annual avg)

ppm= parts per million

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

Source: California Air Resources Board, May 2010.

The primary pollutants of concern in the PCTPA planning area are ozone, PM₁₀, and PM_{2.5}. There are four air quality monitoring sites in Placer County, located in Auburn, Colfax, Rocklin, and Roseville. In 2008, the Roseville site measured 20 days of exceedance of the State standard for 1-hour ozone. The same year, the Roseville site also measured six days of exceedance of the State 24-hour PM₁₀ standard and 6.5 days of exceedance for the federal 24-hour PM_{2.5}.

In November of 2009, United States Environmental Protection Agency (EPA) approved the re-classification of the Sacramento Federal Nonattainment Area from a “serious” to “severe” 8-hour ozone nonattainment area, which will become effective in June 2010. The re-classification provides an extension of the attainment deadline from June 15, 2013 to June 15, 2019. Additionally, in March of 2010, California Air Resources Board (CARB) approved the 2009 Sacramento Metropolitan Area 8-Hour Ozone Attainment Plan, which reflects the new deadline of 2019. Currently, the Sacramento Metropolitan Air Quality Management District is awaiting final approval from the EPA.

Previous Environmental Review

The SACOG 2035 MTP EIR concluded that the potential for increases in criteria pollutants due to vehicle emissions during construction and operation of 2035 MTP projects would be less than significant. Vehicle emissions for the 2035 MTP were projected to be 8-10% lower than the *No Project* alternative, due to the overall improvements in roadway operations, as well as the replacement of older, polluting vehicles with newer, cleaner vehicles. Sufficient or reliable data could not be produced to determine the impacts of the 2035 MTP on the exposure of sensitive receptors to potentially substantial concentrations of carbon monoxide and particulate matter or the health risk of mobile source air toxics. In these cases, mitigation recommendations were incorporated (see below), but the implementing agency will need to consider mitigation measures and significant effects at the project level.



Table 4.2-2 Attainment Status of Air Basins within PCTPA Jurisdiction

CRITERIA POLLUTANT	NATIONAL & STATE DESIGNATION					
Sacramento Valley Air Basin	Severe (8 hr) Nonattainment	Nonattainment	Attainment	Unclassified/Attainment	Unclassified	No Standard
Ozone	●	⊙				
Carbon Monoxide			⊙	●		
Nitrogen Dioxide			⊙	●		
Sulfur Dioxide			⊙		●	
PM10		⊙			●	
PM2.5		●	⊙			
Sulfates			⊙			●
Lead			⊙			●
Hydrogen Sulfide					⊙	●
Visibility Reducing Particulates					⊙	●
Mountain Counties Air Basin	Severe (8 hr) Nonattainment	Nonattainment	Attainment	Unclassified/Attainment	Unclassified	No Standard
Ozone	●	⊙				
Carbon Monoxide				●	⊙	
Nitrogen Dioxide			⊙	●		
Sulfur Dioxide			⊙		●	
PM10		⊙			●	
PM2.5				●	⊙	
Sulfates			⊙			●
Lead			⊙			●
Hydrogen Sulfide					⊙	●
Visibility Reducing Particulates					⊙	●

● Federal Standard

Federal Designation Definitions

Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Attainment: any area (other than an area identified in clause (i)) that meets the national primary or secondary ambient air quality standard for the pollutant.

Unclassifiable: any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

⊙ State Standard

State Designation Definitions

Unclassified: a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.

Attainment: a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.

Nonattainment: a pollutant is designated nonattainment if there was at least one violation of a State standard for that pollutant in the area.

Note:

1. EPA designated new PM2.5 effective December 14, 2009.

Sources:

1. The Green Book Nonattainment Areas for All criteria Pollutants, EPA, January 2010.
2. Area Designations for State Ambient Air Quality Standards, CARB, December 2009.

Furthermore, SACOG did not have sufficient data to assess the potential for objectionable odors affecting a substantial number of people and that environmental impacts should be considered at the project level. The potential for increases in short-term air emissions due to construction during 2035 MTP projects is typically addressed through project level CEQA analysis pursuant to the local air district's thresholds of significance. However, mitigation measure AIR-4 was provided below for those projects that exceed the local thresholds.



Mitigation Measures. (Note that AIR-1 was not listed in the SACOG 2035 MTP EIR.)

- AIR-2** Conduct CO and PM₁₀ Hotspot Analyses
- AIR-3** Conduct Mobile Source Air Toxics Analyses
- AIR-4** Implement Construction Activity Mitigations and Provide Documentation of Compliance

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar construction and operations air quality impacts, as described in the SACOG 2035 MTP EIR. However, completion of projects under the 2035 RTP are anticipated to result in beneficial impacts to air quality through improved traffic flow and reduced vehicle miles and vehicle hours traveled, as compared to future conditions without the 2035 RTP. Future projects under the 2035 RTP would be subject to Mitigation Measures AIR-2 through AIR-4. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would result in similar construction and operations air quality impacts, as described in the SACOG 2035 MTP EIR. However, completion of the I-80/SR 65 Interchange Project would result in beneficial impacts to air quality through improved traffic flow and reduced vehicle miles and vehicle hours traveled. In addition, the I-80/SR 65 Interchange Project would be subject to Mitigation Measures AIR-2 through AIR-4 of the SACOG 2035 MTP EIR. Therefore, the proposed 2035 RTP would not increase the severity of air quality impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.4 BIOLOGICAL RESOURCES

Previous Environmental Review

Potential biological impacts discussed in the SACOG 2035 MTP EIR include: disturbance or loss of special-status plant populations as a result of highway projects; introduction or spread of noxious weeds; loss or disturbance of riparian communities; disturbance or loss of waters of the United States (including wetlands); disturbance or loss of special-status wildlife species and their habitat; disturbance and loss of common wildlife species; direct and indirect impacts on special-status fish species; conflicts with local policies or ordinances protecting biological resources; and removal or disturbance of oak woodland communities and individual native oak trees. Recommended mitigation measures for 2035 MTP projects, as applicable, are listed below.

Mitigation Measures.

- BIO-1** Document Special-Status Plant Populations
- BIO-2** Avoid or Minimize Impacts on Special-Status Plant Populations by Redesigning the Project, Protecting Special-Status Plant Populations, and Developing a Transplantation Plan (If Necessary and Approved by Resource Agencies)



- BIO-3** Conduct a Noxious Weed Survey and Document Noxious Weed Infestation
- BIO-4** Avoid the Dispersal of Noxious Weeds into Uninfested Areas
- BIO-5** Identify and Document Riparian Habitat
- BIO-6** Avoid and Minimize Disturbance of Riparian Communities
- BIO-7** Compensate for the loss of Riparian Community
- BIO-8** Identify and Delineate Waters of the United States (Including Jurisdictional and Isolated Wetlands)
- BIO-9** Avoid and Minimize Disturbance of Waters of the United States, Including Wetland Communities
- BIO-10** Compensate for the Loss of Wetland Habitat
- BIO-11** Document Special-Status Wildlife Species and Their Habitats
- BIO-12** Avoid and Minimize Impacts on Special-Status Wildlife Species by Redesigning the Project, Protecting Special-Status Wildlife Habitat, and Developing a Mitigation Monitoring Plan (If Necessary)
- BIO-13** Coordinate with Resource Agencies and Develop Appropriate Compensation Plans for State- and Federal-Listed Wildlife Species
- BIO-14** Assess and Document Habitat for Special-Status Fish Species
- BIO-15** Avoid and Minimize Impacts on Special-Status Fish and Their Habitat
- BIO-16** Consult with National Marine Fisheries Service (NMFS) or U.S. Fish and Wildlife Service when Listed Fish Species May Be Affected, and Initiate Essential Fish Habitat Consultation with NMFS when Chinook Salmon May Be Affected
- BIO-17** Review Local City and County Policies, Ordinances, and Conservation Plans and Comply with Requirements
- BIO-18** Install Temporary Construction Barrier Fencing to Protect Native Oak Trees Adjacent to the Construction Zone
(Note that this was listed as the second BIO-17 Mitigation Measure in the SACOG 2035 MTP.)

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar biological impacts through ground disturbance and construction activities, as described in the SACOG 2035 MTP EIR. There is the



potential for new special status plant and animal species to occur within identified project areas that were not previously identified; however, in accordance with Mitigation Measure BIO-1 and BIO-11, individual projects would be required to document existing plant and animal species prior to commencement of construction activities, which would ensure that impacts to any identified species are addressed accordingly. In addition, projects under the 2035 RTP would be subject to Mitigation Measures BIO-1 through BIO-18, as applicable to site-specific impacts identified upon subsequent environmental review. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would require ground disturbance and construction that may have potential impacts to biological resources. The I-80/SR 65 Interchange Project would be required to implement Mitigation Measures BIO-1 through BIO-4, BIO-11 through BIO-13, and BIO-17 through BIO-18. Therefore, the proposed 2035 RTP would not increase the severity of biological resource impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.5 CULTURAL RESOURCES

Previous Environmental Review

Potential cultural resource impacts discussed in the SACOG 2035 MTP EIR include the potential for damage to or destruction of archaeological resources, buried archaeological sites, unique paleontological resources, or previously undiscovered human remains. The SACOG 2035 MTP EIR also evaluated potential impacts to architectural resources located near MTP projects. The mitigation measures below were recommended to reduce impacts to cultural resources.

Mitigation Measures.

- | | |
|-------------|--|
| CR-1 | Conduct Cultural Resources Inventories Concurrently with Environmental Review |
| CR-2 | Stop Work If Archaeological Materials Are Discovered During Construction |
| CR-3 | Conduct Project-Specific Paleontological Resource Assessments Concurrently with Environmental Review |
| CR-4 | Stop Work If Human Remains are Discovered During Construction |
| CR-5 | Conduct Historic Inventory and Evaluation for Architectural Resources |

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar damage to or destruction of archaeological resources, buried archaeological sites, unique paleontological resources, or previously undiscovered human remains, as described in the SACOG 2035 MTP EIR. However, future RTP projects would be subject to Mitigation Measures CR-1 through CR-5, which would reduce potential impacts to cultural and historical resources. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would require ground disturbance



that may result in the discovery of previously unknown cultural resources or human remains. The I-80/SR 65 Interchange Project would be subject to the Mitigation Measures CR-1 through CR-4, which would reduce potential impacts. Therefore, the proposed 2035 RTP would not increase the severity of cultural resource impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.6 ENERGY AND GLOBAL CLIMATE CHANGE

Federal Regulations. To date, EPA has not regulated greenhouse gases (GHGs) under the Clean Air Act; however, the U.S. Supreme Court in *Massachusetts v. EPA* (April 2, 2007) held that EPA can, and should, consider regulating motor-vehicle GHG emissions. The EPA has not yet promulgated federal regulations limiting GHG emissions. On June 30, 2009, the EPA granted California's request for a waiver to directly limit GHG tailpipe emissions for new motor vehicles beginning with the current model year.

California Regulations. Assembly Bill (AB) 1493 was signed into law in September 2002. AB 1493 requires CARB to develop and adopt regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In 2005, Executive Order S-3-05 established statewide GHG emissions reduction targets. Executive Order S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80% of 1990 levels (California Environmental Protection Agency 2006).

In response to EO S-3-05, the California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006, published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/ infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

AB 32, the "California Global Warming Solutions Act of 2006," was signed into law in the fall of 2006. AB 32 required the ARB to adopt regulations to require reporting and verification of statewide GHG emissions. The bill requires achievement by 2020 of a statewide GHG emissions limit equivalent to 1990 emissions (essentially a 25% reduction below 2005 emission levels; the same requirement as under EO S-3-05), and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

In response to the requirements of AB 32, the ARB produced a list of 37 early actions for reducing GHG emissions in June 2007. The ARB expanded this list in October 2007 to 44 measures that have the potential to reduce GHG emissions by at least 42 million metric tons of CO₂ emissions by 2020, representing about 25% of the estimated reductions needed by 2020 (ARB, October 2007). After completing a comprehensive review and update process, the ARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons in carbon dioxide equivalent



(MMT, CDE). The scoping plan required under AB 32 was approved by the ARB Board on December 12, 2008, and it provides the outline for actions to reduce GHG in California. The scoping plan has a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program.

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. In addition, a Low Carbon Fuel Standard ("LCFS") for transportation fuels is to be established for California.

Senate Bill (SB) 97, signed in August 2007, acknowledges that global climate change (GCC) is an environmental issue that requires analysis under CEQA. In December 2009, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and GCC impacts.

Senate Bill (SB) 375, signed in October 2008, requires the inclusion of sustainable communities' strategies (SCS) in RTPs for the purpose of reducing GHG emissions. The bill requires ARB to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles, for 2020 and 2035. On January 23, 2009 ARB appointed a Regional Targets Advisory Committee (RTAC) to provide recommendations on factors to be considered and methodologies to be used in the ARB target setting process, as required under SB 375. The RTAC final report, issued on September 30, 2009, recommended "ambitious but achievable" targets, with a significant emphasis on improving home affordability (rents and mortgages) near job centers as a means to reduce driving. CARB is expected to set final targets by September 30, 2010.

Local Regulations and CEQA Requirements. Quantitative significance thresholds for GHGs have not been formally adopted by the State of California, or the Placer County Air Pollution Control District. Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and GCC impacts. According to the recently adopted CEQA Guidelines, impacts related to GHG emissions from the proposed project would be significant if the project would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

While the 2035 MTP EIR was prepared prior to the adoption of these thresholds, the 2035 MTP EIR addressed the MTP's impact on climate change. Impacts are summarized below.



Previous Environmental Review

Potential energy and GHG impacts discussed in the 2035 MTP EIR include: energy consumption from construction projects; operational impacts on regional energy consumption; operational impacts on electricity demand; and, effect on climate change and global warming. Construction related energy impacts were considered to be significant and unavoidable. Operational impacts associated with energy consumption and electricity demand were determined to be less than significant because the 2035 MTP is intended to increase efficiency and the light rail system would demand a relative small amount of electricity. The 2035 MTP would have a less than significant impact on GCC change and global warming because it would meet the goals established by AB 32. Specifically, the 2035 MTP would reduce overall emissions by at least one million metric ton per year of CDE. However, to further reduce impacts, the 2035 MTP EIR incorporated the following mitigation measures.

Mitigation Measures.

- ENE - 1 Incentives for Energy Conservation Practices
- ENE - 6 Develop Regional Climate Change Action Plan
- ENE - 7 Create Alternative Fuel Vehicle and Infrastructure Toolkit for Local Governments
- ENE - 8 Adopt Transportation Pricing Policy
- ENE - 9 Create Public Education Program on Individual Transportation Behavior and Climate Change
- ENE - 10 Provide Funding for Workshop on Global Climate Change for Local Government Officials and Create GHG Emissions Reduction Strategies Toolkit
- ENE - 11 Adopt Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes
- ENE - 12 Adopt Safe Routes to School Policy and Implement Pilot Program and Conduct Workshop with Cities, Counties and School Districts to Identify other Opportunities for Collaboration that may reduce Greenhouse Emissions
- ENE - 13 Enhance I-PLACE3S Model to Assess Greenhouse Gas Impacts and Opportunities for Small-Scale Power Generation
- ENE - 14 Establish a baseline for SACOG's own GHG Impacts
- ENE - 15 Adopt a "Complete Streets" Policy
- ENE - 16 Recommend Draft Transportation Control Measures to Comply with the Federal Clean Act in order to Reduce GHG Emissions



2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar impacts related to energy consumption from construction projects, operational impacts on regional energy consumption, operational impacts on electricity demand, and effect on climate change and global warming, as described in the SACOG 2035 MTP EIR. While construction related impacts were determined to be significant and unavoidable, projects under the 2035 RTP would be subject to Mitigation Measure ENE-1, which would reduce impacts to the extent feasible. The 2035 RTP would similarly result in less than significant impacts to operational impacts on regional energy consumption, operational impacts on electricity demand, and effect on climate change and global warming. The 2035 RTP is intended to increase efficiency and traffic flow, while reducing VMT and vehicle hours traveled. This would result in overall less demand for energy and fewer vehicle emissions, and thereby result in fewer GHGs. Furthermore, the 2035 MTP projected that the MTP would result in an overall 12.6% reduction in GHGs by 2035 as compared to future conditions without the MTP. Mitigation Measures ENE-6 through ENE-16 are not project-level specific, rather they are intended for implementation at the programmatic level, and therefore would contribute to an overall reduction of GHGs throughout the region. Further, the implementation of Mitigation Measures ENE-6 through ENE-16 is intended specifically for SACOG. No additional mitigation measures are required for projects under the 2035 RTP because no significant operational impacts were identified.

Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would involve the use of construction equipment and vehicles, which are generally dependent upon nonrenewable petroleum-based fuels, on a large scale. The 2035 MTP EIR previously identified use of non-renewable fuels for construction activities as a significant and unavoidable impact. Mitigation Measure ENE-1 would apply to the interchange project, which would minimize construction related energy consumption impacts to the extent feasible. The I-80/SR 65 Interchange Project would similarly result in less than significant impacts to energy supply and climate change to those discussed in the SACOG 2035 MTP EIR. The 2035 RTP would reduce the number of vehicles on roadways and thereby reduce demand for energy to operate such vehicles. In addition, the I-80/SR 65 Interchange Project would increase overall efficiency of the circulation system, which would reduce overall VMT and thereby reduce overall GHG emissions. Therefore, the proposed 2035 RTP would not increase the severity of GHG impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.7 GEOLOGY, SEISMICITY, AND SOILS

Previous Environmental Review

Potential impacts related to geology, seismicity, and soils evaluated in the 2035 MTP EIR include damage to structures and injury to people caused by fault rupture, ground shaking, and development on expansive soils. Potential impacts also include accelerated runoff, erosion, and sedimentation from construction activities, as well as inconsistency of the project with county and city policies regulating development in geologically hazardous areas. Mitigation Measures GEO-1 through GEO-5 were recommended to reduce impacts to geology, seismicity, and soils as applicable.



Mitigation Measures.

- GEO - 1** Implement Seismic Design Standards into Site-Specific Project Design

- GEO - 2** Conduct Site-Specific Geotechnical Evaluations for Projects that Require Design of Earthworks and Foundations and Implement the Recommendations

- GEO - 3** Obtain and Implement the Requirements of the NPDES Permit into the Design of Site-Specific Projects that Would Disturb 1 or More Acres

- GEO - 4** Comply with County and City Grading Ordinances

- GEO - 5** Implement the Geotechnical Report Recommendations

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar seismic, geologic and soil impacts, as described in the SACOG 2035 MTP EIR. However, future RTP projects would be subject to Mitigation Measures GEO-1 through GEO-5, which would reduce potential seismic, geologic and soil impacts. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would require ground disturbance that may result in geologic and soil impacts. The interchange project may also be subject to seismic hazards. However, the I-80/SR 65 Interchange Project would be subject to Mitigation Measures GEO-1 through GEO-5, which would reduce potential impacts. Therefore, the proposed 2035 RTP would not increase the severity of geologic, seismic or soil impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.8 HAZARDS AND HAZARDOUS MATERIALS

Previous Environmental Review

The potential impacts related to hazards and hazardous materials discussed in the 2035 MTP EIR include hazards related to the transport of hazardous materials, hazards created by disposal of construction materials and the disturbance of contaminated sites, the hazards created by disturbance of sites containing naturally occurring asbestos, and hazards resulting from the construction of new facilities within a two-mile radius of an airport. Potential impacts resulting from 2035 MTP projects also include the potential release of hazardous materials within a half-mile radius of sensitive receptors. All but two impacts were determined to be less than significant. The only exceptions were impacts resulting from the disturbance of sites containing naturally occurring asbestos or sites that are otherwise contaminated. Mitigation Measures HAZ-1 through HAZ-3 were recommended to reduce impacts related to hazards and hazardous materials, as applicable.



Mitigation Measures.

- HAZ - 1** Avoid Disturbance of, Conduct Investigation of, or Implement Remediation of Hazards and Hazardous Materials Identified During Construction of MTP 2035 Projects

- HAZ - 2** Comply with Applicable State and Local Regulations Regarding Asbestos Whenever Circumstances Arise in Areas Known or Suspected to Contain NOA within the MTP Plan Area

- HAZ - 3** Ensure Compliance with Emergency Response and Evacuation Plans

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar hazard and hazardous material impacts, as described in the SACOG 2035 MTP EIR. However, future RTP projects would be subject to Mitigation Measures HAZ-1 through HAZ-3, which would reduce potential hazard and hazardous material impacts. In addition, projects would be required to comply with all federal, state, and local regulations regarding building materials and on-site construction activities, as well as the Placer County Airport Land Use Compatibility Plan (Shutt Moen Associates, 2000). Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would require ground disturbance that may result in the discovery of hazardous materials. However, the I-80/SR 65 Interchange Project would be subject to Mitigation Measures HAZ-1 through HAZ-3, which would reduce potential impacts. In addition, the interchange project would be required to comply with all federal, state, and local regulations regarding building materials and on-site construction activities. The interchange project is not located within the influence boundary of any airports, therefore would not be subject to the Placer County Airport Land Use Compatibility Plan. Therefore, the proposed 2035 RTP would not increase the severity of hazards and hazardous material impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.9 HYDROLOGY AND WATER QUALITY

Previous Environmental Review

The impacts related to hydrology and water quality discussed in the 2035 MTP EIR include construction-related impacts on water quality, including those resulting from construction below the water table, the effect on water quality of increased urban runoff due to increased impervious surfaces, and the increased runoff resulting in flooding, reduction in groundwater recharge as a result of increased impervious surfaces, impacts on water quality due to discharges to 303(d) listed water bodies, increased risk of flooding due to construction in the floodplain, and increased risk of inundation by dam or levee failure.

The impact of construction in the floodplain increasing flood risks was determined to be less than significant with the implementation of Mitigation Measure HYD-6. Mitigation Measures



HYD-1 through HYD-5 and HYD-7 were recommended to reduce impacts to hydrology and water quality.

Mitigation Measures.

- HYD - 1 Implement a Spill Prevention and Control Program
- HYD - 2 Comply with Provisions for Dewatering
- HYD - 3 Implement Measures to Maintain Water Quality after Construction
- HYD - 3 Implement Measures to Maintain Water Quality after Construction
- HYD - 4 Conduct Project-Level Drainage Studies
- HYD - 5 Design and Install Infiltration Systems
- HYD - 6 Avoid Restriction of Floodflows and Obtain Agency Approval of Construction with 100-Year Floodplains
- HYD - 7 Design Projects to Pass Flows in the Event of Levee or Dam Failure

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar hydrologic and water quality impacts, as described in the SACOG 2035 MTP EIR. However, future RTP projects would be subject to Mitigation Measures HYD-1 through HYD-7, which would reduce potential hydrologic and water quality impacts. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would require ground disturbance and increase impervious surfaces, and therefore result in similar impacts to those discussed in the SACOG 2035 MTP EIR. However, the I-80/SR 65 Interchange Project would be subject to Mitigation Measures HYD-1 through HYD-7, which would reduce potential impacts. Therefore, the proposed 2035 RTP would not increase the severity of hydrologic and water quality impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.10 LAND USE AND PLANNING

Previous Environmental Review

The 2035 MTP EIR concluded that impacts to land use and planning may result from the division of an established community by highway, road, transit, pedestrian, or bike projects; conflict with existing land use plans, policies, regulations, or habitat conservation plan or natural community conservation plan; and expansion of urban, developed areas through the concurrent implementation of the MTP and forecast development of residential and



employment land uses. Mitigation Measures LU-1 through LU-6 were recommended to reduce potential impacts.

Mitigation Measures. (*Note: LU-5 was not included in the 2035 MTP.*)

- LU - 1a** Conduct Site-Specific Review of Project Design Improvements to Determine Effects on Established Communities
- LU - 1b** Conduct Site-Specific Review of Project Design Improvements to Determine Effects on Established Communities and Design Project Improvements to Avoid or Minimize Physical Division of an Existing Community
- LU - 2** Initiate a “Complete Streets” Technical Assistance Program
- LU - 3** Conduct Site-Specific Review of Project Design Improvements to Determine Conflict with NBHCP
- LU - 4** Amend NBHCP before building conflicting transportation projects and Obtain FESA and CESA Permits and Maintain Consistency with NBHCP
- LU-6** Continue to Implement the Sacramento Region’s Blueprint growth strategy through the Community Design Grant Program and other Implementation Programs

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar land use impacts, as described in the SACOG 2035 MTP EIR. However, future RTP projects would be subject to Mitigation Measures LU-1(a) and LU-1(b), LU-3 and LU-4, which would reduce potential land use impacts. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it may result in similar land use impacts. However, the I-80/SR 65 Interchange Project would be subject to Mitigation Measures LU-1(a) and LU-1(b), LU-3 and LU-4, which would reduce potential impacts. Therefore, the proposed 2035 RTP would not increase the severity of land use impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.11 NOISE

Previous Environmental Review

Noise impacts discussed in the 2035 MTP include the exposure of noise sensitive uses to noise and vibration from construction activity and the operation of expanded roadway and highway facilities. Impacts caused by the operation of expanded roadway and highway facilities were determined to be less than significant. In addition, impacts resulting from expanded bridge facilities and transit operations were considered significant and unavoidable.



Mitigation Measures.

NOI-1 Employ Noise-Reducing Construction Practices

NOI-2 Employ Measures to Reduce Noise from Transportation Systems

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar noise impacts due to construction activities and the operation of expanded roadways and highway facilities, as described in the SACOG 2035 MTP EIR. Future RTP projects would be subject to Mitigation Measures NOI-1 and NOI-2, which would reduce potential noise impacts. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would result in similar noise impacts due to the expansion of highway facilities. The I-80/SR 65 Interchange Project would be subject to Mitigation Measures NOI-1 and NOI-2, which would reduce potential impacts. Therefore, the proposed 2035 RTP would not increase the severity of noise impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.12 POPULATION AND HOUSING

Previous Environmental Review

Impacts to population and housing discussed in the 2035 MTP EIR include the inducement of substantial population growth and the displacement of a substantial amount of housing and people, requiring construction of replacement housing elsewhere. Impacts related to the inducement of population growth were determined to be less than significant. Mitigation Measure POP-1 was recommended to reduce impacts resulting from displacements, however, the implementing agency will be responsible for determining the level of significance at the project level and requiring mitigation measures, as necessary.

Mitigation Measures.

POP - 1 Develop and Implement a Relocation Plan

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar population and housing impacts, as described in the SACOG 2035 MTP EIR. Future RTP projects would be subject to Mitigation Measures POP-1, which would reduce potential population and housing impacts. The I-80/SR 65 Interchange Project would not result in population growth or result in the displacement of housing or people as no housing is located within the proposed area of disturbance. The interchange project would not be subject to Mitigation Measure POP-1. Therefore, the proposed 2035 RTP would not increase the severity of population and housing impacts beyond those addressed in the SACOG 2035 MTP EIR.



4.2.13 PUBLIC SERVICES

Previous Environmental Review

Construction of projects under the 2035 MTP would temporarily cause impacts to police, fire, and medical services, and physically limit access to schools, libraries, and parks; and adversely affect response times due to roadway congestion. However, impacts relating to the need for or expansion of schools, libraries, and parks and response times due to roadway congestion were found to be less than significant without mitigation. Mitigation Measure PS-1 was recommended to reduce impacts to a less than significant level, as applicable.

Mitigation Measures.

PS - 1 Ensure that Road and Railroad Encroachment Permits Are Obtained and that Traffic Control Plans Are Prepared and Implemented

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar public services impacts, as described in the SACOG 2035 MTP EIR. Future RTP projects would be subject to Mitigation Measures PS-1, which would reduce potential impacts to police fire and medical service response times. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would result in similar impacts to police, fire and emergency service response times during construction. The I-80/SR 65 Interchange Project would be subject to the Mitigation Measure PS-1, which would reduce potential impacts. Therefore, the proposed 2035 RTP would not increase the severity of public service impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.14 RECREATION

Previous Environmental Review

The 2035 MTP EIR concluded that because the 2035 MTP projects are not anticipated to directly result in population increases, it would not impact recreational facilities. This impact was considered less than significant without mitigation.

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar less than significant impacts to recreational facilities, as described in the SACOG 2035 MTP EIR. Future RTP projects would not directly induce population growth and would therefore not impact recreational facilities. In addition, the I-80/SR 65 Interchange Project would similarly not induce population growth and would therefore not impact recreational facilities. Therefore, the proposed 2035 RTP would not increase the severity of recreational impacts beyond those addressed in the SACOG 2035 MTP EIR.



4.2.15 TRANSPORTATION AND TRAFFIC

On March 18, 2010, amendments to the CEQA guidelines became effective. Included in those amendments were revised checklist questions for Transportation and Traffic as included in *Appendix G* of the CEQA Guidelines. The revised checklist questions are as follows:

Would the project:

- *Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*
- *Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*
- *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?*
- *Substantially increase hazards due to a design feature (e.g. sharp curve or dangerous intersection) or incompatible uses (e.g. farm equipment)*
- *Result in inadequate emergency access?*
- *Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Previous Environmental Review

The 2035 MTP EIR concluded that impacts to the transportation system would result in a substantial increase in total VMT, congested VMT per household, and a substantial decrease in transit or non-motorized trips.

Impacts associated with the substantial increase in VMT per household and the substantial decrease in transit or non-motorized trips were determined to be less than significant without mitigation. However, the substantial increase in congested VMT per household was found to be a significant and unavoidable impact. Mitigation Measures ENE-8, 9, 11, 12, 15 and LU-2 were recommended, but would not reduce impacts to a less than significant level.

Mitigation Measures.

- | | |
|-----------------|--|
| ENE - 8 | Adopt Transportation Pricing Policy |
| ENE - 9 | Create Public Education Program on Individual Transportation Behavior and Climate Change |
| ENE - 11 | Adopt Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes |
| ENE - 12 | Adopt Safe Routes to School Policy and Implement Pilot Program and Conduct Workshop with Cities, Counties and School Districts |



to Identify other Opportunities for Collaboration that may reduce Greenhouse Emissions

ENE - 15 Adopt a “Complete Streets” Policy

LU - 2 Initiate a “Complete Streets” Technical Assistance Program

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar impacts to traffic circulation, as described in the SACOG 2035 MTP EIR. However, the 2035 RTP is intended to increase efficiency and traffic flow, while reducing VMT and vehicle hours traveled. This would result in a benefit to traffic circulation throughout the region as compared to future conditions without the proposed 2035 RTP, despite significant and unavoidable impacts associated with congested VMT per household. Mitigation Measures ENE-8, ENE-9, ENE-11, ENE-12, ENE-15 and LU-2 are not project-level specific; rather they are intended for implementation at the programmatic level specifically for SACOG. Nonetheless, implementation of these mitigation measures at the programmatic level would reduce impacts associated with congested VMT per household to the extent feasible within the PCTPA planning area.

Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would result in similar traffic circulation impacts as described in the SACOG 2035 MTP EIR. The I-80/SR 65 Interchange Project would reduce the number of vehicles on roadways and thereby contribute to improved traffic circulation conditions. However, the interchange project would contribute to congested VMT per household impact projections. Mitigation Measures ENE-8, ENE-9, ENE-11, ENE-12, ENE-15 and LU-2 are not project-level specific; rather they are intended for implementation at the programmatic level specifically for SACOG. Nonetheless, implementation of these mitigation measures at the programmatic level would reduce impacts associated with congested VMT per household to the extent feasible within the PCTPA planning area. Therefore, the proposed 2035 RTP would not increase the severity of traffic impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.16 UTILITIES AND SERVICE SYSTEMS

Previous Environmental Review

The impacts evaluated in the 2035 MTP included the exceedance of the capacity of regional landfills due to solid waste generated by construction and implementation of MTP projects, and interruption in utility services due to construction and implementation of MTP projects. SACOG was unable to make a determination as to the significance of the impacts of construction and implementation of MTP projects on provision of utility services and the demand for potable water during construction.

Mitigation Measures.

USS - 1 Coordinate with utility service providers to locate and avoid impacts to utility lines



USS - 2 Ensure Adequate Water Supply Services Are Provided for MTP
Projects

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar impacts to utilities, as described in the SACOG 2035 MTP EIR. Future RTP projects would be subject to Mitigation Measures USS-1 and USS-2, which would reduce potential impacts. In addition, the I-80/SR 65 Interchange Project would similarly impact utilities. The I-80/SR 65 Interchange Project would be subject to Mitigation Measures USS-1 and USS-2, which would reduce potential impacts. Therefore, the proposed 2035 RTP would not increase the severity of utility impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.17 CUMULATIVE IMPACTS

Previous Environmental Review

The SACOG 2035 MTP EIR concluded that the 2035 MTP would contribute to cumulative impacts on land use, farmlands, special-status plants and species, riparian habitat, wetlands, cultural resources, soils and erosion, water quality, floodplains, energy and global climate change, noise, and transportation. Although mitigation measures identified for a number of these impacts would reduce the 2035 MTP's contribution, the measures would not make the contributions to the cumulative impacts less than considerable.

2035 RTP Impact Discussion

The *2035 RTP Impact Discussion* subsections above addressed cumulative impacts because the impacts of the proposed 2035 RTP are cumulative in nature since the 2035 RTP represents all transportation projects that could occur within Placer County. As described above in the *2035 RTP Impact Discussion* subsections, the proposed 2035 RTP would result in similar impacts to those discussed in the SACOG 2035 MTP EIR and in no instance would the proposed 2035 RTP result in impacts greater than those discussed in the SACOG 2035 MTP EIR. Therefore, the proposed 2035 RTP would not increase the severity of cumulative impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.18 GROWTH INDUCEMENT

Previous Environmental Review

The SACOG 2035 MTP EIR found that no significant environmental impacts would occur due to an unintended increase in population, nor would the 2035 MTP result in an environmental impact on regional housing resources.

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar less than significant growth inducement impacts, as described in the SACOG 2035 MTP EIR. In addition, the I-80/SR 65 Interchange Project would result in similar less than significant growth inducement impacts. Therefore, the



proposed 2035 RTP would not increase the severity of growth inducement impacts beyond those addressed in the SACOG 2035 MTP EIR.

4.2.19 IRREVERSIBLE CHANGES

Previous Environmental Review

Irreversible environmental changes in the 2035 MTP EIR included the permanent conversion of 1,998 acres of farmland, the consumption of 191,100 BTUs from fossil fuel combustion, and 3.5 percent of the land in the Sacramento area converted to urban uses along with the intensification of urban areas with infill development.

2035 RTP Impact Discussion

Projects under the 2035 RTP would result in similar irreversible changes, as described in the SACOG 2035 MTP EIR. In addition, the I-80/SR 65 Interchange Project would result in similar irreversible changes. Therefore, the proposed 2035 RTP would not result in irreversible changes beyond those addressed in the SACOG 2035 MTP EIR.



5.0 REFERENCES AND PREPARERS

5.1 REFERENCES

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5.2 REPORT PREPARERS

This EIR was prepared by Rincon Consultants, Inc., under contract to the Placer County Transportation Planning Agency. Consultant staff involved in the preparation of the SEIR are listed below.

Rincon Consultants, Inc.

Richard Daulton, Principal-in-Charge

Kris Vardas, Project Manager

Rob Fitzroy, Environmental Analyst

Kealoha Ghiglia, Environmental Analyst

Craig Huff, Graphics Technician



6.0 COMMENTS AND RESPONSES

6.1 INTRODUCTION

In accordance with Section 15088 of the California Environmental Quality Act Guidelines, the Placer County Transportation Planning Agency (PCTPA), as the lead agency, has reviewed the comments received on the Draft Supplemental Environmental Impact Report (SEIR) for the 2035 Regional Transportation Plan (RTP) Update EIR and has prepared written responses to the written comments received. The Draft SEIR was circulated for a 45-day public review period that began June 8, 2010, and concluded on July 22, 2010. Three comment letters included herein were submitted.

Each comment that PCTPA received is included in this section. Responses to these comments have been prepared to address the environmental concerns raised by the commenters and to indicate where and how the SEIR addresses pertinent environmental issues. The Draft SEIR and this Comments and Responses document collectively comprise the 2035 RTP Update Final SEIR.

The comment letters have been numbered sequentially, and each issue within a comment letter is also numbered. Each comment letter is reproduced in its entirety with the issues of concern numbered in the right margin. References to the responses to comments identify first the letter number, and second, the numbered comment.

The focus of the responses to comments is the disposition of environmental issues that are raised in the comments, as specified by Section 15088 (b) of the State CEQA Guidelines. Detailed responses are not provided to comments on the merits of the proposed project. However, when a comment is not directed to an environmental issue, the response indicates that responses to comments on the RTP are addressed by PCTPA staff and that all comments will be considered by the PCTPA board.

6.2 REVISIONS TO THE DRAFT SEIR

No revisions have been made to the Draft SEIR in response to the three comment letters that PCTPA received during the public review period of the Draft SEIR.

6.3 RESPONSES TO COMMENTS ON THE DRAFT SEIR

Commenters on the Draft SEIR included two public agencies (refer to Table 6-1) and a member of the public. No verbal environmental comments beyond the written comments below have been received.



Table 6-1 Commenters on the Draft SEIR

Letter No.	Commenter	Agency/Organization	Date
1	Jan McKinsey	Private Citizen	July 26, 2010
2	Richard Helman	California Department of Transportation	July 21, 2010
3	Dan Otis	California Department of Conservation	August 6, 2010



Letter 1

July 26, 2010

Placer County Transportation Planning Agency
David Melko, Senior Transportation Planner
299 Nevada Street
Auburn, Ca 95603
(530) 823-4030
dmelko@pctpa.net

Subject: 2035 Regional Transportation Plan Supplemental EIR

Please include the extension of Watt Avenue (or what other named street it will be known by) from Baseline to connect with the Placer Parkway. I would think the project would include at a minimum, the Right of Way, up to 6 lanes (hopefully – divided), and the Interchanges.

1

I was unable to find this Project in Appendix B of the Planned Project List. I may have missed it.

I am also concerned Regional Funding Agreements are not in place as more projects get approved and are being built. Also, with all the growth and planned Universities in the area, I would like to see Long Range planning consider Light Rail coming into the area. I understand limited funding and the need to get more ‘bang’ for your bucks with Rapid Bus Transit. However, I feel now is the time to start looking at where and ways to bring Light Rail into Roseville and Placer County.

2

Although I am a few days late in providing my comment, please consider including the extension of Watt Ave to the Placer Parkway.

3

Thank you for considering this request.

Jan McKinsey
8085 Stagecoach Circle
Roseville, Ca 95747
(916) 783-9211

Letter #1

COMMENTER: Jan McKinsey

DATE: July 26, 2010

Response 1-1

The commenter requests that the extension of Watt Avenue from Baseline to Placer Parkway be included in the list of Planned Projects contained in Appendix B of the 2035 RTP SEIR. This project is included in the list of “Programmed Projects” contained in Appendix B as is identified by SACOG project numbers PLA20700 and PLA25378.

Response 1-2

The commenter expresses concern that Regional Funding Agreements are not in place as more projects are approved and are being built. The commenter also expresses interest in long-term planning for light rail into Roseville and Placer County. The comment regarding regional funding agreements is not related to the SEIR. PCTPA is not considering an extension of light rail into Placer County because residential densities and employment intensities are much lower than in Sacramento. PCPTA is considering a more cost-effective Bus Rapid Transit (BRT) connection to the light rail system in Sacramento. No further response is necessary.

Response 1-3

The commenter reiterates their request that the extension of Watt Avenue from Baseline to Placer Parkway be included in the list of Planned Projects contained in Appendix B of the 2035 RTP SEIR. See Response 1-1.



DEPARTMENT OF TRANSPORTATION
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*Flex your power!
Be energy efficient!*

July 21, 2010

Mr. David Melko
Senior Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Dear Mr. Melko:

Thank you for the opportunity to review and comment on the Placer County Transportation Planning Agency's (PCTPA) 2035 Draft Regional Transportation Plan (RTP) dated June 2010. Our comments are as follows:

District 3

Planning

- District 3 applauds PCTPA for its outstanding work in developing its RTP. We look forward to continuing our partnership in developing a first-class transportation system in Placer County. 1

Traffic Operations Division

- Page iv-iii:
FY Fiscal Year
Begins July 1 of each year and ends June 30 the following year. 2
- Page 3-13 - Table 3.10:
Change column heading: Real per ~~Capital~~ Capita Income (Dollars)
The notes at the bottom of the table are confusing. They don't seem to relate to any of the columns above, and there appear to be two notes, rather than four. Please clarify. 3
- Page 6.1-3:
State Route 49 (SR49) is a north/south route connecting Auburn with numerous "gold country" communities in the foothills. At the south end is a connection across the American River to El 4

Dorado County, and at the north end is a connection across the Bear River to Nevada County. It is a major arterial for both local and through traffic in these foothill counties. In fact, the portion of SR49 between I-80 in Auburn and SR 20 in Grass Valley is identified as a High-Emphasis Focus Route and as a high-growth rural and recreational route. *SR49 is a city street with turn lanes and traffic signals in central Auburn.* Regarding the (italicized) last sentence: It is our understanding that the segment of Route 49 south of I-80 has been relinquished to the City of Auburn. Please clarify and provide supporting evidence.

- Page 6.1-6, "The 193 designation is abandoned from Placerville to Newcastle in favor of SR49"
The designation is not abandoned. North of Placerville, the route leaves SR49 to serve the communities of Kelsey, Spanish Flat, and Georgetown until it connects to the town of Cool and SR49 again. At this point the designation is abandoned in favor of SR49 until it reaches I-80. Please clarify and revise.

- Page 6.1-11, -22, SR65/Sunset Boulevard Interchange:
The description that reads "*East of Rocklin*" should be changed to read "*West of Rocklin*".

- Page 6.1-28 - The fourth page of Table 6.1-6, Regional & Local Roads Projects List:
There are two developments that have the City of Auburn DPW listed as Lead Agency. These are Baltimore Ravine and "Auburn Municipal Airport Area Local Road Network." Please provide further clarification on these two projects.

There are three City of Colfax projects that refer to signalization in the vicinity of the Route 174/I-80 interchange. The City of Colfax has been discussing roundabouts instead of signalizing the intersections. Please clarify and revise.

- Page 6.1-30, and Appendix G (page G-3), Project # PLA18910:
The description reads "*Widen: 4 lanes from Joiner Pkwy to Joiner Pkwy*". Is this correct?
- Figure 6.6b: This figure should be revised to show the existing Class I facility from Tahoe City to Squaw Valley, and Class III from Squaw Valley to Truckee. Show Class I east of Tahoe City to Dollar Drive, and show Class I for the west shore, except for the Class II in Homewood.

- Page 6.10-6, top paragraph:
This paragraph should be updated to say that traffic signals have been installed at Squaw Valley/SR 89, Northstar/SR 267, and at Fanny Bridge, to reduce or eliminate the need for manual traffic control.

- Page 8-7 - Table 8.1 Placer County Preliminary Financial Forecast:
This table claims the amounts are in "Nominal Dollars." So the grand total for short-, mid-, and long-term planning is \$6,796.3. This amount seems low, please clarify and revise.

- Appendix F - Programmed Master Project List & Appendix G - Planned Master Project List:
Any mistakes regarding projects in the body of the document are duplicated in these appendices. Please edit as appropriate.

Headquarters Planning and Supporting Divisions

Office of Community Planning

- Consultation with Land Management and Resource Agencies: Appropriate land use management, natural resources, environmental protection, conservation, and historic preservation agencies must be involved in the preparation of the RTP. Please exhibit that these parties have been consulted (23 CFR 450.322(g)(1-2)) 13
- Private Sector Involvement: The RTP should discuss the means by which the private sector was included in the development of this document and the planning process in general. Appendix C contains a good list of regional employers, but the RTP gives no indication as to the relationships between these entities and PCTPA (Government Code 14000(d)). 14
- Environmental Justice: The RTP must discuss specific means of involvement with underserved populations, as required by 23 CFR 450.316(a)(1)(vii). There is brief mention in Appendix A, but this subject should appear in the body of the RTP as well. Also, PCTPA should incorporate age, race, and disability demographics in Chapter 3, or where appropriate. 15
- The Native American Liaison Branch (NALB) is providing the following comments on the 2035 Draft Regional Transportation Plan (RTP) Update submitted by the Placer County Local Transportation Commission (PCTPA): 16
 - Coordination with Indian Tribal Governments, pages 2-13/A-3: The RTP inadequately identifies and explains the methods by which government-to-government relations are conducted with the United Auburn Indian Community. There is very little in the body of the RTP that indicates that this important requirement is met (23CFR 450.316 and 450.322). 17
 - In accordance with Federal and State law, as well as SACOG’s Public Participation Plan:
 - The consultation process should be documented in the RTP.
 - The RTPA should develop protocol and communication methods for outreach and consultation with tribes.
 - The RTPA should document efforts in establishing channels of communication with Tribal Governments. 18
 - The protocol/communication methods should be re-evaluated if the agencies are unsuccessful in obtaining a response during the development of the RTP.
 - Further information can be found in section 4.8 (p. 71-72) of the 2010 California Regional Transportation Plan Guidelines.
 - Coordination with Tribal plans: The RTP should demonstrate that the plans of the United Auburn Indian Community have been taken into consideration in the PCTPA planning process. For example, the tribe has plans for considerable residential and commercial development in unincorporated Placer County, but this is not acknowledged in the RTP. 19

- Policy 10-A-4: PCTPA can also work with the United Auburn Indian Community to identify new sources of funding (such as IRR) for roads that are used mutually by the Rancheria and the County.

Office of Goods Movement and System Planning

- Corridor System Master Plans, page 2-11: The RTP does a good job giving a general overview of the current CSMPs in Placer County, yet it does not discuss their findings to date. A brief overview of some of the details of the plans on I-80, SR 65, and SR 49 would strengthen some of the other sections, such as the TSM section.
- The unemployment rates between pages 3-6 and 3-7 for 2008 seem disparate. According to page 3-6, the county's unemployment rate was 8.2 percent in December 2008 and in Table 3.3 on page 3-7, the unemployment rate was 6.5 percent for 2008. Which one is more accurate?
- Our main concerns stem from seemingly untimely data. Although much of the goods movement information came from the Sacramento Area Council of Governments 2008 Goods Movement Action Plan (page 6.5-1, paragraph 3), on page 4-4, paragraph 2, is there more recent truck traffic information along I-80 through Placer County than from 2002? Also, at the end of page 6.5-3 and beginning of page 6.5-4, were the average daily truck volume numbers also from 2002?

Office of Regional and Interagency Planning

- The Office of Regional and Interagency Planning (ORIP) would like to commend PCTPA on the following items:
 - Excellent modal discussion
 - Good treatment of Air Quality concerns, including GHG emissions requirements
 - Clear connection of strategies to actions and objectives

We would like to offer the following comments for your consideration:

- Page 2-1: The effective date of the current MFTA between Caltrans and PCTPA is January 1, 2005. Regional Planning, page 6.11-2: There are multiple references to the SACOG Blueprint and its principles within the RTP, which would be better served by a more comprehensive account of SACOG Blueprint activities and principles.
- Table 3-9: The significance and proper interpretation of this table could be better explained RTP Consistency: The RTP should include a statement regarding consistency among the RTP, ITIP, and FTIP project lists, as well as a statement ensuring consistency between the first 4 years of the RTP fund estimate and the 4-year STIP fund estimate.
- Financial Element: Given the estimated shortfall over the short term, the RTP must explain how PCTPA plans to develop a fiscally constrained project list for the next 5 years. How will

projects be prioritized without jeopardizing the success of strategies that are outside of the status quo? (Government Code 65080 (b))

- Performance Measures, page 5-18: While the general discussion of performance measurement is good, PCTPA should better define the performance measures that they will use in relation to the goals or strategies that they are meant to gauge. A more comprehensive list of specific objective measures would strengthen the entire Policy Element (Government code 14530.1). 28
- Unmet Transit Needs: Beginning at page 6.2-16, the process by which unmet transit needs are discovered is described in some detail, yet the results of the process are discussed in a fragmented manner. A comprehensive account of the needs assessment findings would be valuable to this section. 29

If you have any questions regarding these comments, please contact Aaron Cabaccang, Placer County Planning Liaison at (530) 741-5174.

Sincerely,



RICHARD HELMAN
Chief, Office of Transportation Planning – East

- c. Jim Brake, Traffic Operations
Teresa R. Limon, Traffic Operations
Debbie Nozuka, Goods Movements
Marty Earles, Traffic Operations
Tyler Monson, Regional and Inter-Agency Planning

Letter #2

COMMENTER: Richard Helman, Office of Transportation Planning – East, California
Department of Transportation

DATE: July 23, 2010

Responses 2-1 through 2-29

The commenter provides a number of comments on the RTP, but no comments on the SEIR. In this Final SEIR, detailed responses are not provided to comments on the merits of the 2035 RTP that do not relate to an environmental issue. However, responses to comments on the RTP are addressed by PCTPA staff in the Final RTP and all comments will be considered by the PCTPA Board. No further response is necessary.





DEPARTMENT OF CONSERVATION

Managing California's Working Lands

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

August 6, 2010

Mr. David Melk, Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Subject: 2035 Placer County Regional Transportation Plan Notice of Preparation (NOP)
SCH #20100052013, Placer County

Dear Mr. Melk:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the NOP for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act, and other agricultural land conservation programs. We offer the following comments with respect to the project's potential impacts on agricultural land and resources.

Project Description

The Proposed project is the adoption and implementation of the Placer County 2035 Regional Transportation Plan (RTP). The Placer County Transportation Planning Agency (PCTPA) is currently preparing a draft 2035 RTP, which will be considered by the PCTPA Board of Directors for adoption following the completion of the environmental review process. Under the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**, regional transportation plans in air quality non-attainment areas must be updated every four years. PCTPA's regional transportation plan update must be adopted by the PCTPA Board by September 2010.

Agricultural Setting of the Project

Within the County, approximately 170,264 acres is devoted to agricultural production. A total of about 26 percent (or 44,520) of this land is eligible for or under either Williamson Act or Farmland Security Zone contracts. Transportation projects listed in the RTP could result in the conversion of some of these farmlands, directly or indirectly. Potential impacts to agriculture should be examined in the EIR. The EIR should describe the project setting in terms of the actual and potential agricultural productivity of the land. The Division's Important Farmland Map for Placer County should be utilized to identify agricultural land within the project site and surrounding land that may be impacted. Acreages for each land use designation should be

identified. Likewise, Placer County's Williamson Act Map should be utilized to identify potentially impacted contracted land, Farmland Security Zone (FSZ) and agricultural preserve land by acreage and whether it is prime or nonprime agricultural land according to the definition in Government Code §51201(c). Maps of the Important Farmland and Williamson Act land should be included in the EIR.

2

Project Impacts on Agricultural Land

The Department recommends that the following be included in the EIR in the analysis of project impacts:

- A description of the type, amount, and location of farmland lost to project implementation.
- A discussion of the conflicts with Williamson Act contracts, including any terminations needed in order to accommodate the project. The EIR should also discuss the impacts that conflicts or termination could have on nearby properties under contract; i.e., growth-inducing impacts from the perspective that the removal of contract protection removes a barrier to development and results in an incentive to shift to a more intensive land use such as urban development.
- Indirect impacts on current and future agricultural operations, such as land-use conflicts, increases in land values and taxes, vandalism, population increase, and traffic.

3

Mitigation Measures

The loss of agricultural land represents a permanent reduction in the State's agricultural land resources and a significant impact under CEQA. The EIR should address mitigation measures that promote growth planning to discourage "leap-frog" development, and ensure that impacts to agricultural resources do not occur prematurely. The Department encourages the use of permanent agricultural conservation easements as mitigation for agricultural land conversion. The Department has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division, or by writing to the Division at the address indicated below. General information about agricultural conservation easements, the Williamson Act, and provisions noted above is available on the Division's website, or by contacting the Division at (916) 324-0850. The Division's website address is:

4

<http://www.conservation.ca.gov/dlrp/index.htm>

Williamson Act Lands

Any public agency (as defined by Gov. Code §51291, subd. (a)) considering locating a public improvement, in this case a transportation project, on land within an agricultural preserve is required to notify the Director of the Department of Conservation, and the local government agency administering the preserve, of its intentions (Gov. Code §51291, subd.(b)). A summary of the information required to be provided to the Department when a public improvement is contemplated on land within an agricultural preserve is enclosed. Notice to the Department should be sent to the following address:

5

Mr. David Melk, Senior Transportation Planner
August 6, 2010
Page 3 of 3

**Bridgett Luther, Director
Department of Conservation
c/o Division of Land Resource Protection
801 K Street, MS 18-01
Sacramento, CA 95814**

5

Thank you for the opportunity to comment on this NOP. If you have questions regarding these comments or require technical assistance or information on agricultural land conservation, please contact Jacquelyn Ramsey at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 323-2379.

Sincerely,


Dan Otis
Williamson Act Program Manager

Enclosure

cc: State Clearinghouse

Ms. Kristen Spears
2980 Richardson Drive
Auburn, CA 95603-2640

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

**SUMMARY OF INFORMATION REQUIRED TO BE PROVIDED BY PUBLIC
AGENCIES TO THE DEPARTMENT OF CONSERVATION WHEN A PUBLIC
IMPROVEMENT IS CONTEMPLATED ON LAND
WITHIN AN AGRICULTURAL PRESERVE**

This document is intended to summarize/identify the information any public agency is required to include in a notice to the Department of Conservation (DOC) of the agency's possible acquisition of land within an agricultural preserve. The information described below is required to be included in the public agency's notice to DOC pursuant to Government Code section 51291, subdivision (b). *Before* considering land within an agricultural preserve for a public improvement, public agencies should be aware of the State's policy of preserving agricultural lands, and against converting such land to other uses (Gov. Code, § 51220), even public uses (Gov. Code, § 51290, subd. (a)).

Any public agency (as defined by Gov. Code section 51291, subd. (a)) *considering* locating a public improvement on land within an agricultural preserve (as opposed to making even a tentative decision) is required to notify DOC's Director, and the local government agency administering the preserve, of its intentions. (Gov. Code, § 51291, subd. (b).) This notice is required in order to provide DOC and the public agency administering the agricultural preserve with an opportunity to comment on the public agency's intention to locate a public improvement on land within the preserve. (Gov. Code, § 51291, subd. (b).) The notice must include:

- (1) the public agency's "explanation of [its] preliminary consideration . . ." of section 51292 (**discussed further below**);
- (2) a description of the agricultural preserve land potentially acquired by the public agency for the improvement; and
- (3) a copy of any Williamson Act contract which pertains to the subject land. (Gov. Code, § 51291, subd. (b).)

The second and third requirements of the notice are relatively easy to meet. The agricultural preserve land can be described by text or diagram, and a copy of any Williamson Act contract covering the land should be obtainable from county records.

More complicated is the first requirement of providing an explanation of the public agency's consideration of section 51292. Depending on the nature of the public improvement contemplated, a public agency's explanation of its consideration of section 51292 will either be:

- (a) an explanation of how the agency may reach findings required by section 51292,
or
- (b) an explanation of the nature of the public improvement such as to justify the agency's claim that the improvement is exempt from section 51292 and its required findings.

Government Code section 51292 requires public agencies locating an improvement within an agricultural preserve to make certain findings. First, the agency must find that the location considered for the improvement is not based primarily on the low cost of agricultural land. (Gov. Code, § 51292, subd. (a).) The second finding is only required for land subject to a Williamson Act contract, and that finding is that there is no other land where the improvement could be reasonably located regardless of whether or not such land is the agricultural preserve. (Gov. Code, § 51292, subd. (b).) Any formal findings made by a public agency must be supported by evidence, and often must be supported by "substantial evidence." (Code Civ. Proc., § 1094.5, subd. (c).) In short, a public agency's findings must be based on something tangible, as opposed to being mere conclusions.

Public agencies may avoid the requirements of section 51292 if the public improvement is exempt from the requirements pursuant to section 51293. Section 51293 identifies several types of public improvements that the Legislature has determined to be exempt from the requirement to make the findings required by section 51292. ***However, all public agencies must be aware that the duty of a public agency to provide the notice required by section 51291, subd. (b) is not eliminated even when a public improvement is exempt under section 51293.*** In other words, in its notice the public agency must either explain its preliminary consideration of the findings required by section 51292, subdivision (b), or in the alternative, explain the nature of the contemplated public improvement and why the improvement would be exempt from section 51292 pursuant to section 51293. Furthermore, section 51293's exemption from making section 51292 findings does not exempt a public agency from the State policy to avoid locating public improvements in agricultural preserves or upon land that is subject to a Williamson Act contract (Gov. Code, § 51290, subsd. (a) and (b)), and to give consideration to the value to the public of such land as set forth in the Williamson Act (Gov. Code, § 51290, subd. (c)).

After the public agency has submitted the required information to DOC, DOC will provide the agency with DOC's comments and any comments from the Department of Food and Agriculture. (Gov. Code, § 51291, subd. (b).) The acquiring public agency must consider the comments received from the DOC in its decision to acquire the land for a public use. (Gov. Code, § 51291, subd. (b).)

After the public agency has actually acquired the land located in an agricultural preserve it must notify DOC's Director within 10 working days. (Gov. Code, § 51291, subd. (c).) This notice must include:

- (a) a general explanation of the decision by the public agency to acquire the land within a preserve, and
- (b) any findings made pursuant section 51292. (Gov. Code, § 51291, subd. (c).)

NOTES:

Reliance on, or review of, this document is not a substitute for any public agency's duty to meet and fulfill the obligations of Government Code section 51291 and related statutes.

This document does not address any issues that may arise under local land use laws, the law of eminent domain, or the California Environmental Quality Act with respect to any specific public improvement.

Further information regarding compliance with Government Code section 51291 and related statutes may be obtained by contacting DOC's Williamson Act Program Staff at 916/324-0850.

Letter #3

COMMENTER: Dan Otis, California Department of Conservation

DATE: August 6, 2010

Responses 3-1

The commenter provides a brief summary of the project description. No further response is necessary.

Responses 3-2 through 3-4.

As noted in the SEIR, Projects under the 2035 RTP would result in similar impacts to the conversion of farmlands, as well as zoning and Williamson Act conflicts, through the construction of new roadways and expansion projects, as described in the SACOG 2035 MTP EIR. Future projects under the 2035 RTP would be subject to Mitigation Measures AG-1 through AG-5 as applicable to address site-specific impacts. Although the I-80/SR 65 Interchange Project was not evaluated in the SACOG 2035 MTP EIR, it would not result in the conversion of farmlands and would not be in conflict with zoning or a Williamson Act contract as there are no agricultural lands adjacent to the interchange. Therefore, the interchange project would not be subject to Mitigation Measure AG-1 through AG-5. The proposed 2035 RTP would not increase the severity of impacts to agricultural resources beyond those addressed in the SACOG 2035 MTP EIR.

Response 3-5.

The commenter identifies the need to contact the California Department of Conservation if a project listed in Appendix B would be located on land within an agricultural preserve. If a programmed or planned project will be carried out on land within an agricultural preserve, the responsible agency for implementing the project shall notify the Director of the Department of Conservation and the local government agency administering the preserve of its intentions. In addition, applicable information shall be provided consistent with the required information outlined in the attachment to the letter dated August 6, 2010. The attachment is entitled "Summary of Information Required to be Provided by Public Agencies to the Department of Conservation when a Public Improvement is Contemplated on Land within an Agricultural Preserve."

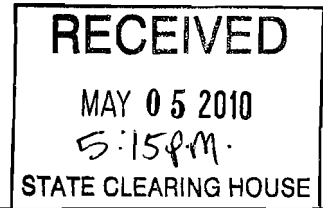
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Appendix A

Notice of Preparation and Responses





**Notice of Preparation of a Draft Supplemental Environmental Impact Report for the 2035
Regional Transportation Plan**

2010052013

NOTICE IS HEREBY GIVEN that the Placer County Transportation Planning Agency (PCTPA) is the lead agency for the preparation and review of the Supplemental Environmental Impact Report (SEIR) for the 2035 Regional Transportation Plan (RTP). Pursuant to section 15082 of the California Environmental Quality Act (CEQA), PCTPA is soliciting comments from agencies as to the scope and content of the environmental information to be included in the SEIR that pertain to agency statutory responsibilities associated with the proposed project. PCTPA is also soliciting comments as to the scope and content of the SEIR from interested persons and organizations.

The RTP is the long-range transportation planning document for the Placer County region (excluding the Tahoe Regional Planning Agency region). The proposed 2035 RTP includes a revised list of potential future transportation projects, as well as revisions to the policy element, action element and financial element of the RTP. Please refer to Attachment 1 for the complete project description.

The purpose of the 2035 RTP is to update the existing 2027 RTP and fulfill state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission (CTC) Regional Transportation Plan Guidelines. In addition, under the Safe, Accountable, Efficient Transportation Equity Act, regional transportation plans in air quality non-attainment areas must be updated every four years. PCTPA's regional transportation plan update must be adopted by the PCTPA Board by September 2010.

An Initial Study is not required. A SEIR is being prepared because projects identified in the 2027 RTP and the 2035 Metropolitan Transportation Plan have not yet been implemented and were determined to result in significant and unavoidable impacts under separate CEQA review. The SEIR will evaluate the potential impacts of implementing the revised project list as well as revisions to the policy element, action element and financial element in accordance with CEQA. The SEIR will evaluate the following environmental issue areas in detail:

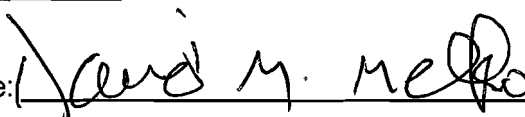
- *Air Quality*
- *Greenhouse Gas Emissions*
- *Transportation and Circulation*

Time limits required by State law mandate your response be sent at the earliest possible date but not later than 30 days after receipt of this notice.

The 30-day public review and comment period will commence on May 7, 2010 and conclude June 7, 2010 at 5:00 p.m. Public comments may be submitted in writing by 5:00 p.m. on June 7, 2010 to David Melko at the address below.

Contact Person: **David Melko, Senior Transportation Planner**
Placer County Transportation Planning Agency (PCTPA)
299 Nevada Street
Auburn, CA 95603
(530) 823-4090
dmelko@pctpa.net

Date: May 5, 2010

Signature: 



Project Description for the Placer County 2035 RTP

Project Location

The Placer County Regional Transportation Plan (RTP) planning area is comprised of the majority of Placer County, California, with the exception of the Lake Tahoe Basin, which is located in the eastern portion of the County.

Placer County is located in the foothills and mountains of the Sierra Nevada, extending eastward from the eastern portion of California's Central Valley. It is bordered by Nevada County to the north, Sutter County to the west, Sacramento and El Dorado counties to the south and the State of Nevada to the east. A portion of Lake Tahoe is located in Placer County. Placer County contains 1,506 square miles or 898,820 acres, ranging in elevation from 160 feet above sea level to nearly 9,500 feet above sea level. Figure 1 shows the location of Placer County in the context of surrounding counties.

Six incorporated cities are located within the political boundary of Placer County. These include the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis. Numerous unincorporated communities also dot Placer County, including Foresthill, Granite Bay, Weimar, Newcastle, Meadow Vista, and Sheridan.

Project Sponsor's Name and Address

Placer County Transportation Planning Agency (PCTPA)
299 Nevada Street
Auburn, California 95603

General Plan and Zoning Designations

The Placer County RTP is a regional planning document and covers the entire County with the exception of the Lake Tahoe Basin. As such, the applicable General Plan land use and zoning designations for the areas affected by the RTP include the General Plan land use designations and zoning established by the Placer County General Plan, Placer County Zoning Ordinance, and the general plans and zoning ordinances of the six incorporated cities located within the political boundary of Placer County. These consist of the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis.

Project Description

The proposed project is the adoption and implementation of the Placer County 2035 RTP. The PCTPA is currently preparing a draft 2035 RTP, which will be considered by the PCTPA Board of Directors for adoption following completion of the environmental review process. Under the Safe, Accountable, Efficient Transportation Equity Act (SAFETEA-LU), regional transportation plans in air quality non-attainment areas must be updated every four years. PCTPA's RTP update must be adopted by the PCTPA Board by September 2010.

The purpose of the 2035 RTP is to update the existing 2027 RTP and fulfill state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission (CTC) RTP Guidelines.

The 2035 RTP is a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system, including but not limited to: regional roadways, public transit, aviation, passenger rail, goods movement, non-motorized transportation, transportation systems management, transportation safety and security, and intelligent transportation systems. The RTP is action-oriented and pragmatic, considering both short-term and long-term planning periods. The RTP must include three elements: Policy Element, Action Element and Financial Element, as summarized in the sections that follow.

Because the RTP is a regional planning document, the environmental review for the RTP is conducted at a plan, or programmatic, level of analysis. The RTP does not include any project-level designs or approvals and subsequent approvals of specific transportation system improvement projects identified in the 2035 RTP will require project-specific environmental review by the responsible lead agency.

2035 RTP Policy Element

The Policy Element of the RTP provides goals, objectives and policies to reflect the region's needs and priorities, and to guide the development and management of the region's transportation systems. The goals, objectives and policies in the 2035 RTP will update those of the existing 2027 RTP and address regional transportation issues consistent with CTC RTP Guidelines and the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan Transportation Plan (MTP).

The Policy Element of the draft 2035 RTP retains all goals from the 2027 RTP and modifies certain objectives and policies of the 2027 RTP to ensure consistency with SACOG's 2035 MTP. The RTP defines the goals of the transportation system and sets priorities for project implementation within the context of six regional planning principles:

- Support well-planned growth and land use patterns;
- Improve environmental quality through better stewardship of the transportation system;
- Fit within financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain;
- Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets;
- Improve access and mobility opportunities for all people to jobs, services and housing; and
- Provide real, viable travel choices for all people within a diverse county.

The full text of the draft 2035 Policy Element is available for review at www.pctpa.net. The RTP contains ten specific goals, each with supporting policies and objectives, for roadways, public transit, rail transportation, aviation, goods movement, non-motorized transportation, transportation systems management (TSM), recreation, integrated land use, air quality, and transportation planning, and funding. There are no specific goals defined for Transportation Safety and Security and for Intelligent Transportation Systems (ITS). Rather, Safety, Security and ITS are addressed within the goals, objectives and policies of the other subject areas of the Policy Element. The RTP also contains overall goals that provide the framework for the action and financial elements to follow. These are listed below:

- Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region.
- Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.
- Improve the availability and convenience of passenger rail service.
- Promote general and commercial aviation facilities and services that complement the countywide transportation system.
- Provide for the safe and efficient movement of goods through, within, and into Placer County.
- Promote a safe, convenient, and efficient non-motorized transportation system, for bicyclists, pedestrians, and users of low speed vehicles, which is part of a balanced overall transportation system.
- Provide an economical solution to the negative impacts of single-occupant vehicle travel through the use of alternative transportation methods.
- Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.
- By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards.
- Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.
- Incorporate all-inclusive public outreach efforts as part of the planning process, and encourage input from all interested groups and persons.

2035 RTP Action Element

The Action Element of the 2035 RTP identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element and establishes the priorities for regional transportation programs. The Action Element includes sub-elements and action plans for the regional roads, public transit, aviation, passenger rail, goods movement, non-motorized transportation, transportation systems management, transportation safety and security, intelligent transportation systems, and integrated land, air, and transportation planning.

The Action Element implements the Policy Element and must be consistent with the financial constraints identified in the Financial Element and must conform to the State Implementation Plan (SIP). The Action Element of the RTP consists of short-term (pre-2015) and long-term (post-2015) projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to ten years and the long-term horizon as projects or activities 20 years and beyond.

2035 RTP Financial Element

The purpose of the 2035 RTP Financial Element is to discuss the financial issues involved with implementing the transportation projects and programs contained in the RTP. To qualify for federal or state funding, projects must be included in or be consistent with the RTP. The Financial Element provides estimates of the costs and revenues necessary to implement the projects identified in the Action Element. It also identifies the funding constrained list of short-term and long-term candidate projects, potential funding sources, including federal, state and

local sources, and potential funding shortfalls. The Financial Element also identifies the candidate projects or fiscally unconstrained projects if additional funding becomes available.

The PCTPA Board approved a comprehensive list of transportation projects and programs, with the adoption of the 2027 RTP in September 2005. After adoption, the 2027 RTP was submitted to SACOG and formed the basis for the Placer County component of the 2035 MTP, adopted by the SACOG Board in March 2008.

The 2035 RTP Financial Element will update the 2027 RTP to reflect the changes to the short-term and long-term action plans resulting from project delivery success. Over the five-year period between 2005 and 2010, PCTPA delivered a large percentage of the projects listed in the 2027 RTP Action Element. These projects have been removed from the RTP. Many of the projects included in the 2027 RTP were subsequently refined as part of the development of SACOG's 2035 MTP. Several new projects were also developed and added to the 2035 MTP. The draft project list for the 2035 RTP proposes to bring the two plans into consistency; furthermore, the short-range program for the 2035 RTP is also consistent with the SACOG Metropolitan Transportation Improvement Program (MTIP), as recently amended.

Prior Environmental Reviews

Pursuant to CEQA Guidelines, a Final Supplemental Program EIR (State Clearinghouse #2001052072) for the Placer County 2027 RTP was prepared and certified by the PCTPA, the lead agency, in September 2005. In addition, a Final Program EIR (State Clearinghouse #2007012050) for the 2035 MTP was prepared and certified by the lead agency, SACOG, in March 2008. SACOG prepares the MTP for the entire six-county region, which includes Placer County, and under Memorandum of Understanding with the PCTPA incorporates the Placer County RTP into the MTP.

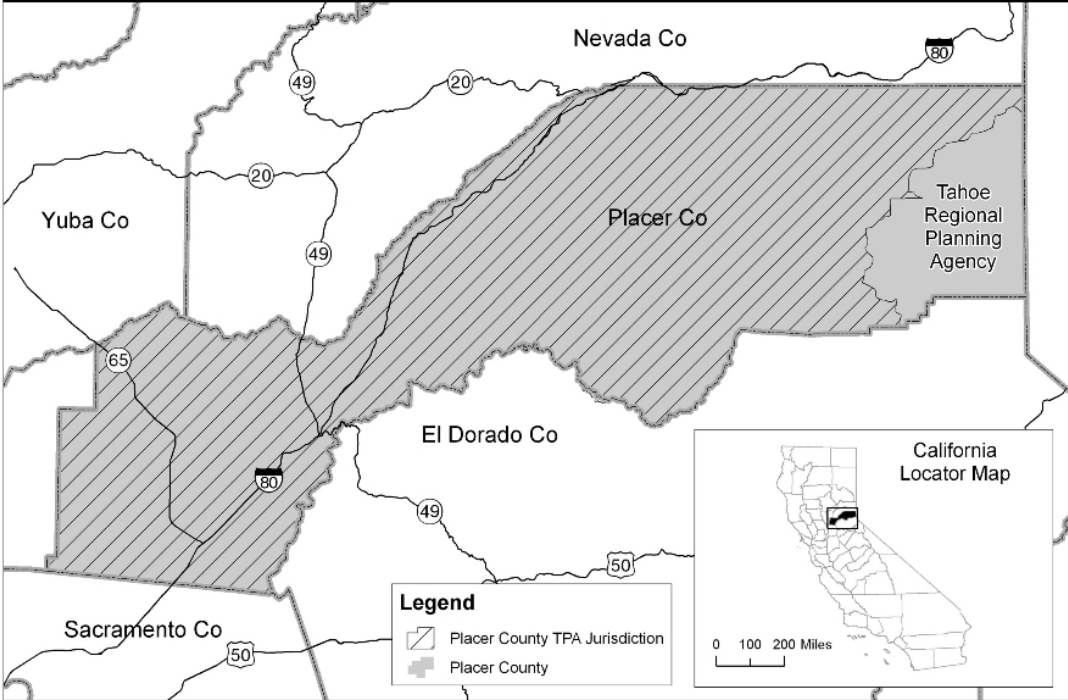
Other Public Agencies Whose Approval is Required

PCTPA is the Lead Agency for the preparation, adoption, and environmental review of the 2035 RTP, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. Although adoption of the RTP will not require permits or other regulatory approvals of resource agencies, separate future, project-level environmental review, permits and approvals may ultimately be required by responsible lead agencies to implement certain transportation system improvements identified in the draft 2035 RTP.

Advisory agencies and groups providing input to PCTPA during the development of the 2035 RTP include the following:

- California Department of Transportation (Caltrans) District 03
- Sacramento Area Council of Governments (SACOG)
- PCTPA Technical Advisory Committee (TAC)
- PCTPA Transit Operators Working Group (TOWG)
- Responsible agencies
- Members of the public

PLACER COUNTY TRANSPORTATION PLANNING AGENCY



CALIFORNIA ENERGY COMMISSION

1516 NINTH STREET
SACRAMENTO, CA 95814-5512
www.energy.ca.gov



May 20, 2010

RECEIVED

MAY 24 2010

P.C.T.P.A.

David Melko, Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Dear Mr. Melko:

The California Energy Commission has received the Placer County Transportation Planning Agency's Notice of Preparation of a Draft Supplemental EIR titled 2035 Regional Transportation Plan, SCH 2010052013 that was submitted on 5/7/2010 for comments due by 6/7/2010. After careful review, the Energy Commission has found the following:

We would like to assist in reducing the energy usage involved in your project. Please refer to the enclosed Appendix F of the California Environmental Quality Act for how to achieve energy conservation.

In addition, the Energy Commission's *Energy Aware Planning Guide* is also available as a tool to assist in your land use planning. For further information on how to utilize this guide, please visit www.energy.ca.gov/energy_aware_guide/index.html.

Thank you for providing us the opportunity to review/comment on your project. We hope that our comments will be helpful in your environmental review process.

If you have any further questions, please call Gigi Tien at (916) 651-0566.

Sincerely,

A handwritten signature in cursive script that reads "Bill Pfanner".

BILL PFANNER
Supervisor, Local Energy & Land Use Assistance Unit
Special Projects Office
Fuels and Transportation Division
California Energy Commission
1516 Ninth Street, MS 23
Sacramento, CA 95814

Enclosure

Appendix F

ENERGY CONSERVATION

I. Introduction

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,
- (2) decreasing reliance on natural gas and oil, and
- (3) increasing reliance on renewable energy sources.

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, lifetime costs may be determined more by energy efficiency than by initial dollar costs.

II. EIR Contents

Potentially significant energy implications of a project should be considered in an EIR. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances, specific items may not apply or additional items may be needed.

A. Project Description may include the following items:

1. Energy consuming equipment and processes which will be used during construction, operation, and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.
2. Total energy requirements of the project by fuel type and end use.
3. Energy conservation equipment and design features.
4. Initial and life-cycle energy costs or supplies.
5. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.

B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.

C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, opera-

tion, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

D. Mitigation Measures may include:

1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy.
3. The potential for reducing peak energy demand.
4. Alternate fuels (particularly renewable ones) or energy systems.
5. Energy conservation which could result from recycling efforts.

E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.

F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.

G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.

H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the energy costs over the lifetime of the project.

I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



May 18, 2010

RECEIVED

MAY 20 2010

P.C.T.P.A.

David Melk
Placer County Transportation Planning Agency (PCTPA)
299 Nevada Street
Auburn, CA 95603

RE: SCH#2010052013 2035 Regional Transportation Plan; Placer County.

Dear Mr. Melk:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in black ink that reads "Katy Sanchez".

Katy Sanchez
Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contact List

Placer County

May 18, 2010

Shingle Springs Band of Miwok Indians ✓
John Tayaba, Vice Chairperson
P.O. Box 1340 Miwok
Shingle Springs, CA 95682 Maidu
(530) 676-8010
(530) 676-8033 Fax

Buena Vista Rancheria
Rhonda Morningstar Pope, Chairperson
PO Box 162283 Me-Wuk / Miwok
Sacramento , CA 95816
rhonda@buenavistatribe. ✓
916 491-0011
916 491-0012 - fax

Rose Enos
15310 Bancroft Road Maidu
Auburn , CA 95603 Washoe ✓
(530) 878-2378

Washoe Tribe of Nevada and California
Waldo Walker, Chairperson
919 Highway 395 South Washoe
Gardnerville , NV 89410
waldo.walker@washoetribe.
775-265-4191 ✓
775-265-6240 Fax

United Auburn Indian Community of the Auburn Rancheria
Jessica Tavares, Chairperson ✓
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 Miwok
Shingle Springs, CA 95682 Maidu
nfonseca@ssband.org
(530) 676-8010 ✓
(530) 676-8033 Fax

Todd Valley Miwok-Maidu Cultural Foundation
Christopher Suehead, Cultural Representative ✓
PO Box 1490 Miwok
Foresthill , CA 95631 Maidu
tvmmcf@foothill.net

Washoe Tribe of Nevada and California THPO
Darrel Cruz, Cultural Resources Coordinator
919 Highway 395 South Washoe
Gardnerville , NV 89410
darrel.cruz@washoetribe.us ✓
(775) 265-4191 ext 1212
(775) 546-3421 - cell
(775) 265-2254 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2010052013 2035 Regional Transportation Plan; Placer County.

✓ RTP list

Native American Contact List

Placer County

May 18, 2010

United Auburn Indian Community of the Auburn
Tribal Preservation Committee

10720 Indian Hill Road Maidu ✓
Auburn , CA 95603 Miwok

530-883-2320

530-883-2380 - Fax

April Wallace Moore

19630 Placer Hills Road Nisenan - So Maidu
Colfax , CA 95713 Konkow ✓
530-637-4279 Washoe

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2010052013 2035 Regional Transportation Plan; Placer County.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!
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May 24, 2010

Mr. David Melk
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Dear Mr. Melk:

Re: Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Placer County 2035 Regional Transportation Plan; SCH# 2010052013

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for the Placer County Transportation Planning Agency (PCTPA)'s Notice of Preparation of a Draft Supplemental Environmental Impact Report for the 2035 Placer County Regional Transportation Plan (RTP).

Aviation plays a significant role in California's transportation system. Within Placer County are numerous airports and heliports including three public-use airports: Auburn Municipal, Blue Canyon, and Lincoln Regional/Karl Harder Field.

The regional transportation planning process provides the opportunity to discuss the connection between land use and transportation planning and should address regional aviation issues and needs. Strong and effective local, regional, and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access.

The protection of airports from incompatible land use encroachment is vital to the safety of airport operations and the well being of the communities around airports. As discussed in the Division's "Aviation Planning Guidelines for Regional Transportation Plans," available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/rtp2007guidelines.pdf>, the best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely proactive measures. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits, etc.), and impose noise, and growth controls. Failure to protect the airport may result in permanent closure, thereby reducing or eliminating its benefits. Airport staff, Airport Land Use Commissions (ALUC) and airport land use compatibility plans are necessary to protect an airport and the people residing and working in the vicinity of an airport. Coordinating the RTP with these other agencies should help to relieve future conflicts between an

Mr. David Melk
May 24, 2010
Page 2

airport and its neighbors.

The role aviation plays in California's transportation system includes the movement of people and goods within and beyond our State's network of over 250 airports. Aviation contributes nearly 9 percent of both total State employment (1.7 million jobs) and total State output (\$110.7 billion) annually. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality of life. These benefits were identified in the study "*Aviation in California: Benefits to Our Economy and Way of Life*," available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/econstudy2003.html>.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 3 office concerning surface transportation issues.

For questions concerning these guidelines, please contact the Division's liaison for Placer County RTP review, Colette Armao, at (916) 654-5346.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at sandy.hesnard@dot.ca.gov.

Sincerely,

Original Signed by

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Placer County ALUC



Sutter County
Public Works Department

Douglas R. Gault, Director

(530) 822-7450, Fax (530) 822-7109
1130 Civic Center Blvd., Suite G, Yuba City, CA 95993

June 4, 2010

Placer County Transportation Planning Agency
Attn: David Melko
299 Nevada Street
Auburn, CA 95603

SUBJECT: Notice of Preparation DSEIR 2035 Regional Transportation Plan

Dear David,

Major Housing and Commercial Developments have recently been approved by Placer County, Roseville, Sutter County and Sacramento County (Placer Vineyards, Sierra Vista, Sutter Pointe, Metro Airpark). Each development's EIR found significant and unavoidable traffic impacts on other jurisdictions regardless of the proposed mitigation. The EIR mitigations rely on good faith efforts by the various responsible jurisdictions to reach agreement on the analysis, methodology, and financing of regional transportation projects involving the many jurisdictions.

Each development has a Capital Improvement Plan with projects derived from its specific plan's EIR traffic analysis. Each development agreement states the development will pay its "fair share" of project costs both within and without the lead agency's jurisdiction.

The PCTPA 2035 RTP scope and content of the DSEIR should address the policy, action, and financial aspects of these existing and future agreements. Without this consideration and coordination of mitigation requirements and existing approved agreements and reference to future agreements, the RTP and its supporting SEIR will not accurately or sufficiently represent a viable plan.

Should you have any questions, please do not hesitate to contact me at 822-7450.

Very truly yours,

AL SAWYER, P.E.
ASSISTANT DIRECTOR of PUBLIC WORKS



Municipal Services Agency

Department of Transportation

Michael J. Penrose, Director

Steven C. Szalay, Interim County
Executive

Paul J. Hahn, Agency Administrator

County of Sacramento

RECEIVED

June 2, 2010

JUN 07 2010

P.C.T.P.A.

Mr. David Melko
Placer County Transportation Planning Agency (PCTPA)
299 Nevada Street
Auburn, CA 95603

**SUBJECT: COMMENTS ON THE NOTICE OF PREPARATION (NOP) OF A DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (DSEIR) FOR THE
2035 REGIONAL TRANSPORTATION PLAN (RTP).**

Dear Mr. Melko:

The Sacramento County Department of Transportation has reviewed the NOP for the subject project. We appreciate the opportunity to review this document and have the following comments to offer:

1. Please coordinate with SACDOT staff on the scope of work for any traffic impact analysis that is done for this project. SACDOT would like to provide input as to whether or not any major roadway facilities in Sacramento County should be studied near the jurisdiction boarder.
2. Please identify any roadway or transportation impacts from this project that might affect County of Sacramento facilities. Please identify mitigation that will reduce them to less than significant levels.
3. Please include SACDOT in the notification process as this project moves forward. We look forward to being involved and providing comments as necessary.

Should you have any questions, please feel free to contact Matt Darrow at (916) 874-7052 or me at (916) 874-6121.

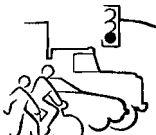
Sincerely,

Dean Blank, P.E.
Principal Civil Engineer
Department of Transportation

DAB:mgd

c: Dan Shoeman, DOT
Matt Darrow, DOT
Kamal Atwal, DOT

"Leading the Way to Greater Mobility"



Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363
www.sacdot.com



Appendix B

PCTPA 2035 RTP

Programmed and Planned Projects List

Programmed Project List

Type	Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)
Regional Arterials	City of Roseville Dept of Public Works	PLA25422	'07-00	11-00	2010 Douglas Boulevard Bonded Wearing Course	In Roseville on Douglas Boulevard, from Sierra Gardens to Sierra College, apply bonded wearing course.	2010	\$1,986,850
	City of Roseville Dept of Public Works	PLA25428	07-00	09-26	Jobs for Main Street - Microsurfacing	In Roseville, application of microsurfacing to the following existing roadways: Church Street from Atkinson Street to Washington Boulevard; Baseline Road from Fidelity Road to Foothills Boulevard; Junction Boulevard from Washington Boulevard to Foothills Boulevard; Foothills Boulevard from Junction Boulevard to Main Street / Baseline Road; Atlantic Street from Folsom Road to Eureka Road; and Pleasant Grove Boulevard from Foothills Boulevard to Roseville Parkway.	2010	\$1,400,000
	City of Roseville Dept of Public Works	PLA25442	07-00	11-00	Riverside Avenue Storm Drain Improvement Project - Phase II	In Roseville on Riverside Avenue, Bonita Street, Clinton Avenue & Cherry Street, upgrade existing drainage infrastructure.	2010	\$400,000
Local Roads	Placer County Dept of Public Works	PLA25392	'07-00	11-00	Horseshoe Bar Road Curve Improvements	This project will improve roadway curves on Horseshoe Bar Road between Happy Road & Auburn-Folsom Road. Sight distance at problem curves will be improved by grading, widening shoulder, & vegetation removal.	2010	\$785,000
	Placer County Transi	PCT10479	07-00	11-00	Sierra College Bus Stop Improvement	Entrance bus stop on the periphery of Sierra College campus along Rocklin Road	2010	\$113,095
Safety Improvements	Caltrans District 3	CAL20394	07-00	11-00	ED/Pla/But Guardrail	In El Dorado, Placer, and Butte counties at various locations install metal beam guardrail & end treatments. Placer locations: Pla-193-7.96/8.00, 2 miles west of I-80 near Summer Star Lane	2011	\$1,026,000
Safety Improvements	Caltrans Division of Rail	CAL18768	'07-00	11-00	Dinky Way Grade Crossing	In the City of Colfax, at the intersection of Dinky Way & UPRR: Eliminate hazards at railroad grade crossing. (US DOT R crossing # 753152B)	2011	\$550,000
	Caltrans Headquarters	CAL18820	07-00	11-00	FTA Section 5310 Elderly & Disabled Transit Program Grouped Projects	Transit capital purchases, including large, medium, & small buses, minivans, bus lifts, scheduling software, mobile radios, other equipment. Project cost is for Placer County only, non-profit is PRIDE Industries, Inc.	2011	\$440,085
Local Community Transit	City of Auburn Dept. of Public Works	PLA25399	'07-00	11-00	Auburn Transit Bus Replacement	Purchase 2 (two) 25' replacement buses.	2011	\$166,500
Local Roads	City of Auburn Dept. of Public Works	PLA25351	'07-00	11-00	Street Sweeper Replacement	Replace one existing 1992 Ford Tymco 600 sweeper, with a new clean diesel powered street sweeper. (Emissions Reduction in kg/day: NOx 0.08, PM10 0.16)	2011	\$282,040
Transit Operations	City of Auburn Dept. of Public Works	PLA25459	'07-00	11-00	Auburn Transit - O&M (2011)	Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn.	2011	\$453,000
Pavement Rehabilitation	City of Colfax Dept of Public Works	PLA25205	'07-00	11-00	Overlays & Pavement Rehabilitation	In Colfax, surface overlays, various dig-outs, & patching of failed substructure South Auburn Street north of SR 174, No Main Street, Grass Valley Street, & Rocky Road.	2011	\$300,000
Bicycle Pedestrian	City of Lincoln Dept of Public Works	PLA25208	'07-00	11-00	Auburn Ravine Phase 2 Bike/Ped Bridge	Phase 2: Class 1 pedestrian/bikeway along Auburn Ravine paralleling Ferrari Ranch Road from Ingram Parkway west to SR & bridge crossing over Auburn Ravine.	2011	\$1,849,109
Local Roads	City of Rocklin Division of Engineering	PLA25267	'07-00	11-00	Civic Center Drive	Civic Center Drive: Construct new two lane roadway from the intersection of Meyers Street / Rocklin Road to an intersect with Pacific Street. One or more phases of this project may require federal permitting.	2011	\$26,980,000
	City of Rocklin Division of Engineering	PLA25357	'07-00	11-00	Safe School Route Phase 5	In downtown Rocklin: Construct new sidewalks & bicycle lanes on remaining unimproved existing streets, allowing access Springfield School, downtown, & adjacent residential neighborhoods. (Emission Benefits in kg/day: ROG 0.26, NOx 0.15, PM10 0.03)	2011	\$2,989,955
	City of Rocklin Division of Engineering	PLA25502	07-00	11-00	Rocklin Road / Meyers Street Intersection Improvements	Construct a new roundabout at the intersection of Rocklin Road & Meyers Street.	2011	\$963,205
	City of Rocklin Division of Engineering	PLA25503	07-00	11-00	Rocklin Road Pavement Rehabilitation	Reconstruct Rocklin Road from Granite Drive to Meyers Street & High Street to Pacific Street.	2011	\$1,500,000
Bicycle Pedestrian	City of Roseville Dept of Public Works	PLA25385	'07-00	11-00	I-80 To Royer Park Bikeway Phase 2 - Segment 2	Roseville, Harding Boulevard @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 Harding Boulevard completed in 2004 (PLA20870) completed in 2004. Phase 2 construction is separated into 3 segments: Segment 2 is Located from East Street to Folsom Road.	2011	\$413,592
Interchange	City of Roseville Dept of Public Works	PLA15710	'07-00	09-35	I-80 Eureka Road On-Ramp Improvements	In Roseville, Eureka Road at I-80; add 4th WB thru lane from 500' E of N. Sunrise to eastbound I-80 on-ramp, including Mini Ravine Bridge widening, & change existing #1 NB & SB thru lanes at Sunrise/Eureka to left turn lanes. HPP #2399	2011	\$9,600,000
Local Community Transit	City of Roseville Dept of Public Works	PLA25415	'07-00	11-00	Bus Purchase	Replace three (3) DAR style buses, with three low floor buses @ \$130,000 each.	2011	\$390,000
Local Community Transit	City of Roseville Dept of Public Works	PLA25215	07-00	11-00	Operating Assistance JARC 5316	JARC funds to decrease headways on weekday Roseville Transit Local Route A from hourly to every half hour. The additic service will aid passengers taking transit to major employment centers & provide better connectivity to Sacramento Regional Transit & Placer County Transit.	2011	\$229,119
Other Transit	City of Roseville Dept of Public Works	PLA25404	'07-00	11-00	Repower/Rehab Buses	Repower/Rehab buses	2011	\$1,215,000
Transit Station / Stop	City of Roseville Dept of Public Works	PLA25200	'07-00	11-00	Roseville Transfer Point & Bus Stop Improvement Project	1. In Roseville, bus stop & pedestrian improvements along Riverside Avenue & completion of bike trail segment to Darl Way/Riverside Avenue; 2. & transfer point improvements at Sierra Gardens/Santa Clara Drive. LIMITS: 1. Riverside Avenue - Douglas to Darling (including pin. of bike trail along Dry Creek); 2. Sierra Gardens/Santa Clara. STREET NAME: Riverside Avenue	2011	\$1,402,500
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25444	07-00	11-00	Wise Road Bridge Replacement	Bridge No. 19C0035, Wise Road, over Auburn Ravine, between Millerton & Stone Road. Replace the existing 2 lane bric with a new 2 lane bridge.	2011	\$2,334,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25446	07-00	11-00	Auburn-Foresthill Road Bridge	Bridge No. 19C0060A, Auburn-Foresthill Road, over North Fork American River, east of I-80. LSSRP Seismic Retrofit. Project is Located on Foresthill Road 4.9 miles east of the intersection of I-80 and Auburn Ravine - Foresthill Road E	2011	\$91,888,011
Regional Arterials	Placer County Dept of Public Works	PLA25427	07-00	11-00	Foresthill Passing Lane Modification Project	between PM 5.25 & 5.50. Project includes realigning & restriping of approximately 875ft of centerline to increase the horizontal	2011	\$125,000
Local Community Transit	Placer County Transit	PCT10496	'07-00	11-00	Preventive Maintenance	In non-urbanized areas of Placer County: Preventive maintenance. (Includes TART as well.)	2011	\$251,098
Other Transit	Placer County Transit	PCT10494	'07-00	11-00	CNG Station Upgrade Phase 2	Dewitt Center in Auburn: Increase of CNG compressor capacity at Placer County CNG fueling station in Auburn. (Emission Benefits in kg/day: 3.46 NOx, 0.12 PM10.) *Local Funds are Air District Funds*	2011	\$576,809
Transit Operations	Placer County Transit	PCT10475	07-00	11-00	Tahoe Truckee Jobs Access Reverse Commute Program	In Placer County, provide JARC operating assistance to Tahoe Area Regional Transit (part of Sacramento Regional Transit) to purchase 2 35' CNG replacement buses for Placer County Transit	2011	\$1,320,000
	Placer County Transi	PCT10500	07-00	11-00	Placer County Transit Replacement Buses	Purchase of 2 35' CNG replacement buses for Placer County Transit	2011	\$282,390
	Management District	VAR56004	07-00	11-00	Urban Forest for Clean Air (Phases 1-3)	Evaluate the potential SIP control strategy to capture the effects of the urban forest on regional air quality.	2011	\$725,000
Transportation Systems Management	SACOG	VAR11000	'07-00	09-10	STARNET Integration	Develop & install an information exchange system—the Sacramento Transportation Area Network, or STARNET--& connect traffic & emergency centers. (Emission Benefits in kg/day: 223 ROG, 223 NOx, 330 CO)	2011	\$5,345,419
Local Roads	Town of Loomis Dept of Public Works	PLA25252	'07-00	11-00	Swetzer Road / King Road Signalization	In Loomis, install signal that is synchronized with the UPRR railroad at the Swetzer Road & King Road intersection.	2011	\$347,345
Transportation Enhancement Activities	Town of Loomis Dept of Public Works	PLA19100	'07-00	11-00	Loomis Rail Station Enhancements	Design & construct pedestrian & landscaping improvements at the multimodal center including a Class I bike facility adjacent to Taylor Road, from downtown Loomis to Sierra College Boulevard (Emission benefits in kg/day: 6 ROG, 8 NOx, 3 PM-10)	2011	\$659,225
	City of Rocklin Division of Engineering		07-00		Rocklin Road / Meyers Street Roundabout	Construct a new roundabout at the intersection of Rocklin Road and Meyers Street.	2011	\$785,000
	Caltrans District 3	CAL20405	07-00	11-00	Rumble Strips	In Placer County install rumble strips per SHOPP - Collision Reduction - on Pla-80 from Applegate Road overcrossing SR174 junction (part of a larger group of Caltrans District 3 projects).	2012	\$200,000
High-Occupancy-Vehicle Lanes	Caltrans District 3	CAL18767	'07-00	11-00	I-80 Operational Improvements/HOV - Phase 2	In Placer County, near Sacramento, phase 2, west of Sacramento/Placer County line to Miners' Ravine Bridge- Constr eastbound & westbound HOV lanes & auxiliary lanes, with bridge widening & ramp modifications.	2012	\$47,576,532
Pavement Rehabilitation	Caltrans District 3	CAL20398	07-00	11-00	I-80 Rehabilitation - SHOPP	In Auburn, Placer County, from 0.5 mile west of Ophir Road overcrossing to 0.1 mile east of Russell Road overcrossing rehabilitate roadway (16.8/R19.0).	2012	\$7,515,000
SR: I - 80	Caltrans District 3	CAL18797	'07-00	11-00	I-80 HOV Lanes & Aux Lanes - Phase 3	Phase 3 of the Operational Improvement Project: On I-80, Construct east & west bound extensions of the HOV (High Occupancy Vehicle) lanes & auxiliary lanes from Miners' Ravine to SR 65, 1 mile east of the 65/80 Separation. Includes widening of Miners' Ravine Bridge in both directions.	2012	\$33,848,000

Programmed Project List

Type	Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)
Transportation Systems Management	Caltrans District 3	CAL18781	'07-00	11-00	Install TMS Units	In Placer, Sacramento & Colusa Counties, at various locations - Install Transportation Management System (TMS) Units for monitoring congestion & delay.	2012	\$7,817,659
	Caltrans District 3	CAL20442	'07-00	11-00	Upgrade MBGR End Treatments at Various locations	In El Dorado, Placer, Sutter, Butte & Nevada counties on SR 99, 20, 49 & 50 - Upgrade metal beam guard rail (MBGR) end treatments (approximately 50% of work in El Dorado, Placer & Sutter counties; 29% in Butte County; & 21% in Nevada County).	2012	\$5,170,000
	Caltrans District 3	CAL20422	'07-00	11-00	I-80 Maintenance in Placer County	On I-80 in Placer County, 7 miles east of Auburn, from 1.7 miles west of Applegate Road overcrossing (Br #19-0130) to 0.1 mile east of Junction SR174 in Colfax; perform maintenance of asphalt & concrete overlay.	2012	\$6,165,500
	Caltrans District 3	CAL20393	'07-00	11-00	Sac/Pla/New Thin Friction Surface	In Sacramento, Placer & Nevada counties at various locations - place a thin high friction surface (SHOPP - Collision Reduction). In Placer County at Pla-80-8.87.	2012	\$842,000
Heavy Rail Capital	Capital Corridor Joint Powers Authority	CAL18320	'07-00	11-00	Roseville Third Track	Design & environmental for a third track to improve capacity on the UP mainline between Elvas Tower in Sac County & Roseville Station in Placer County. Extend freight lead track. Construct track and signal improvements. Possible relocation of Roseville rail station to address conflicting train movements that affect capacity.	2012	\$7,280,000
Local Community Transit	City of Auburn Dept. of Public Works	PLA25247	'07-00	11-00	Auburn Ravine Bus Turnout / Bus Shelter	Construction of bus turnout & installation of bus shelter on Auburn Ravine Road in the City of Auburn.	2012	\$175,000
Local Roads	City of Auburn Dept. of Public Works	PLA25230	'07-00	11-00	Dairy Road Realignment	Roadway improvements along Dairy Road from Auburn Ravine to Luther Road, including realignment, bike lanes, bus turnout & sidewalks.	2012	\$1,000,000
Local Roads	City of Auburn Dept. of Public Works	PLA25229	'07-00	11-00	Nevada Street Improvements	Various improvements on Nevada Street from SR 49 to I-80, including widening 2 to 3 lanes, signalization, bike lane sidewalks, & bus turnouts.	2012	\$225,000
Non-Motorized	City of Auburn Dept. of Public Works	PLA25226	'07-00	11-00	Palm Avenue Sidewalks / Bicycle Lane	Installation of sidewalks & Class 2 bike lanes from SR 49 to Nevada Street.	2012	\$889,090
	City of Colfax Department of Public Works	PLA25439	'07-00	11-00	Grass Valley Street Railroad Crossing Pedestrian Improvements	Pedestrian improvements across UP railroad tracks to improve pedestrian safety.	2012	\$244,000
Bicycle Pedestrian	City of Colfax Dept of Public Works	PLA25024	'07-00	11-00	South Auburn Street Bike Lanes	On South Auburn Street from Mink Creek to Colfax/Grass Valley Overcrossing: Add bike lanes on both sides of street. Design & construction of a new traffic signal & turn-lane at the intersection of Main Street & Grass Valley Street. (Emission reductions: ROG 16 lbs/yr; NOx 11 lbs/yr; CO 20 lbs/yr).	2012	\$115,000
Signal Improvements	City of Lincoln Dept of Public Works	PLA25466	'07-00	'11-00	Main & Grass Valley Signal Improvements	Redesign & construction of a new traffic signal & turn-lane at the intersection of Main Street & Grass Valley Street. (Emission reductions: ROG 16 lbs/yr; NOx 11 lbs/yr; CO 20 lbs/yr).	2012	\$200,000
Interchange	City of Lincoln Dept of Public Works	PLA19070	'07-00	11-00	Ferrari Ranch Road at SR65 Bypass	In Lincoln, SR65 Lincoln Bypass at Ferrari Ranch Road: construct interchange.	2012	\$14,495,628
Local Roads	City of Lincoln Dept of Public Works	PLA25311	'07-00	11-00	NEV Transportation Project - Phase 2	In Lincoln: Various streets within Lincoln; striping, pavement markings, & signage on various roadways for NEV Transportation Project.	2012	\$273,430
Road Other	City of Lincoln Dept of Public Works	PLA20810	'07-00	11-00	East Avenue	Reconstruct & restripe East Avenue 2-lane roadway from East 9th Street to SR193.	2012	\$1,900,000
Road Widen	City of Lincoln Dept of Public Works	PLA18710	'07-00	11-00	Industrial Boulevard	Industrial Boulevard, from Route 65 to 12 Bridges Drive: Widen from 2 to 4 lanes.	2012	\$948,000
Road Widen	City of Lincoln Dept of Public Works	PLA18790	'07-00	11-00	East Joiner Parkway	Widen East Joiner Parkway from 2 to 4 lanes from Del Webb Boulevard to Twelve Bridges.	2012	\$1,104,290
Road Widen	City of Lincoln Dept of Public Works	PLA19020	'07-00	11-00	Twelve Bridges Drive	Twelve Bridges Drive from Industrial Boulevard to SR 65 Interchange: widen from 2 to 4 lanes, including interchange improvements.	2012	\$230,414
Local Roads	City of Rocklin Division of Engineering	PLA25356	'07-00	11-00	NEV Lanes	Install striping, pavement markings, & signage to existing roadways to provide Neighborhood Electric Vehicle (NEV) access from residential areas within the City of Rocklin to downtown Rocklin & commercial areas. (Emission benefits in kg/day: ROG 3.29, NOx 2.88, PM10 1.56)	2012	\$267,500
Other Transit	City of Rocklin Division of Engineering	PLA25355	'07-00	11-00	Multi Modal Station Park-n-Ride Lot	In Rocklin, Rocklin Road adjacent to the UPRR tracks: Construct approximately 175 additional spaces, including lighting landscaping, to the existing parking lot at the existing Rocklin Multi Modal station. (Emission Benefits in kg/day: ROG 0.46, NOx 0.49, PM10 0.38)	2012	\$580,000
Bicycle Pedestrian	City of Roseville Dept of Public Works	PLA19860	'07-00	11-00	Roseville Bikeway Master Plan Implementation	In Roseville, provide signs & striping for new class 2 & 3 bikeways.	2012	\$105,000
Local Community Transit	City of Roseville Dept of Public Works	PLA25214	'07-00	11-00	Roseville Transit ITS Project	To purchase & install electronic fare boxes, software, probes, software, automatic vehicle location devices, mobile data computers, video security cameras & software, & digital reader board equipment for transfer points. [Project replaces PCT10430 & PCT10420]	2012	\$1,100,000
Local Roads	City of Roseville Dept of Public Works	PLA25381	'07-00	11-00	Westside Drive	City of Roseville: New N/S Road in West Roseville Specific Plan, west of Fiddymont Road, south of Blue Oaks Avenue, between Pleasant Grove & Blue Oaks.	2012	\$3,500,000
Non-Motorized	City of Roseville Dept of Public Works	PLA25386	'07-00	11-00	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Boulevard @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 Harding Boulevard completed in 2004 (PLA20870) completed in 2004. Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park.	2012	\$938,108
Other Transit	City of Roseville Dept of Public Works	PLA25416	'07-00	11-00	South Placer Transportation Call Center	Operating cost contribution towards ADA complementary paratransit services provided for the South Placer Call Center. Proposes a Safe Routes to School pilot program within Roseville beginning with the Dry Creek School District. It will develop "SRTS Tool Box." The Tool Box would include strategies for education, encouragement, enforcement, engineering & evaluation. SRTSD50_0043	2012	\$187,500
Planning Activities	City of Roseville Dept of Public Works	PLA25339	'07-00	11-00	City of Roseville SRTS	In Roseville, install Changeable Message Signs (CMS) on S/B Foothills Boulevard south of Vineyard Road & E/B Basal Road east of Fiddymont Road to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan.	2012	\$215,000
Regional Arterials	City of Roseville Dept of Public Works	PLA25406	'07-00	11-00	West Roseville CMS Installation Project	In Roseville, install fiber optic conduit, cable & pull-boxes along Cirby Way, Rocky Ridge Drive, Old Auburn Road, South Cirby Way, Roseville Parkway, Blue Oaks Boulevard, Fiddymont Road, Baseline Road, Woodcreek Oaks Boulevard, Junction Boulevard & Foothills Boulevard (Emission reduction benefits (kg/day): ROG 0.32, NOx 0.32).	2012	\$300,000
Regional Arterials	City of Roseville Dept of Public Works	PLA25288	'07-00	11-00	Roseville Fiber Optics Project	Roseville, Blue Oaks from 1300' west of Fiddymont to Hayden Pkwy., extend as 4 lanes. From Hayden Pkwy. to Wests extend as 2 lanes, including a 6 lane bridge over Kaseberg Creek.	2012	\$940,000
Regional Arterials	City of Roseville Dept of Public Works	PLA25375	'07-00	11-00	Blue Oaks Extension	In Roseville, construct sidewalks along various arterial & collector roadways. (Emission benefits in (kg/day) 0.45 ROG, 0. NOx, 0.05 PM10).	2012	\$9,700,000
	City of Roseville Dept of Public Works	PLA25500	'07-00	11-00	Pedestrian Facilities Improvement Project		2012	\$522,450
Bicycle Pedestrian	Placer County Dept of Public Works	PLA25126	'07-00	11-00	Coon Creek Regional Park Bike Trail Project	Placer County intends to construct multi-use trails, parking lot & staging area & related improvements. LIMITS: Garden Bar area of Placer County, .25 miles north of Mears Road between the Cities of Lincoln & Auburn. STREET NAME: Mears Road Bridge No. 19C0129, Dowd Road, over Yankee Slough, just south of Dalby Road. Right-of-way & replace existing structure deficient bridge with new 2 lane bridge.	2012	\$946,194
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25453	'07-00	11-00	Yankee Slough Bridge Replacement	Bridge No. 19C0118, Dowd Road, over Markham Ravine, 0.5 miles south of Nicolaus Road. Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge.	2012	\$2,341,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25474	'07-00	11-00	Dowd Road Bridge Replacement	Sheridan ES & Lincoln MS: Improvements shall consist of a multi-purpose pedestrian path along the school frontage with curbs plus the installation of 2 4-way stops at the intersections of H Street/10th Street & Riosa Road/10th Street. (SRTS# S0203018)	2012	\$4,800,000
Non-Motorized	Placer County Dept of Public Works	PLA25390	'07-00	11-00	Sheridan Elementary School Frontage Improvements SRTS		2012	\$329,800
Road New	Placer County Dept of Public Works	PLA25128	'07-00	11-00	De La Salle Access Road	Construct De La Salle Access Road: new 4 lane road from Watt Avenue extension north to De La Salle University.	2012	\$6,000,000
Road New	Placer County Dept of Public Works	PLA25170	'07-00	11-00	Sunset Boulevard Phase 2	Sunset Boulevard, from Foothills Boulevard to Fiddymont Road: Construct a 2-lane road extension [PLA15410 is Phase 1.]	2012	\$6,275,000
Road Widen	Placer County Dept of Public Works	PLA15080	'07-00	11-00	Auburn-Folsom Road Widening	From Placer/Sacramento County line to Douglas Boulevard: Widen to 4 lanes & install a signal at Auburn-Folsom Road Fuller Drive.	2012	\$27,300,000
Road Widen	Placer County Dept of Public Works	PLA25044	'07-00	11-00	Sunset Boulevard	Widen Sunset Boulevard from SR 65 to Cincinnati Avenue from two to four lanes. Project includes widening Industrial Boulevard / UPRR overcrossing from two to four lanes.	2012	\$8,675,000
Transit Facility Equipment	Placer County Dept of Public Works	PLA25006	'07-00	11-00	TART CNG Facility Phase 2	TART Maintenance Facility, 870 Cabin Creek Road, Truckee, CA. Construct improvements to the TART CNG Fueling Facility (phase 2).	2012	\$358,868

Programmed Project List

Type	Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)
	Placer County Dept of Public Works	PLA25426	07-00	11-00	Cook Riolo Road Bridge	Bridge No. 19C0117, Cook Riolo Road, over Dry Creek, 1.0 mile south of Base Lane Road. Right-of-way & replace 2 lane bridge with a new 2 lane bridge.	2012	\$9,146,051
Other Transit	SACOG	VAR56028	07-00	09-23	Universal Transit Fare Card	Universal Transit Fare Card Procurement & Implementation: Implement a Universal Transit Fare Card System (UTFS) in 1 SACOG region, including hiring a consultant. This project has \$537k STIP in 2010, but will implement ABS090 in order to use State Bond Transit in 2008 [Emission Benefits in kg/day: 0.06 ROG, 0.12 NOx]. PCT and Roseville Transit participating Placer County transit operators.	2012	\$10,450,583
	SACOG	VAR56041	07-00	11-00	Safe Routes to School	For all schools in the six-county region, including Placer County: create tools, programs, & materials that promote safe walk & bicycling; conduct outreach & educate partners (SRTS#S0203019).	2012	\$240,000
	SACOG	VAR56036	07-00	11-00	SACOG New Freedom Funding FY 2007/2010	SACOG 5317 New Freedom funds for the Sacramento urbanized area for FFY 2007-2010. For Placer County, FY 2009 FY2010 two-year application is for the WPCTSA.	2012	\$324,412
Local Roads	Town of Loomis Dept of Public Works	PLA25253	07-00	11-00	Sierra College Boulevard / Bankhead Road Signalization	Signalize intersection at Sierra College Boulevard & Bankhead Road in Loomis.	2012	\$300,000
Local Roads	Town of Loomis Dept of Public Works	PLA25354	07-00	11-00	King Road. / Swetzer Road. Signalization	Construct a new traffic signal at King Road & Swetzer Road & provide synchronization between this signal, the King Road & the Taylor Road traffic signals & the Union Pacific railroad crossing. (Emission benefits in kg/day ROG 2.35, NOx 0.75)	2012	\$152,931
	Town of Loomis Dept of Public Works	PLA25182	07-00	09-36	Multi-Modal Parking Facility - Phase 1	Multi-modal parking facility, bus stop & bicycle & pedestrian improvements on approximately 10 acres of Union Pacific prope on Horseshoe Bar Road, adjacent to downtown Loomis. Phase 1 includes environmental, engineering & design, property acquisition & initial construction; future phases 2 & 3 cover construction only. Air quality emissions reduction is estimated at 1.0 kg per day.	2012	\$1,402,232
	Town of Loomis Dept of Public Works	PLA25251	07-00	11-00	Bankhead Road Widening	In Loomis, widen Bankhead Road to standard lane width, including possible construction of bike lanes.	2012	\$600,000
SR: I - 80	Caltrans District 3	CAL18826	07-00	11-00	I-80 Rehabilitate Bridge Decks Near Roseville	Rehabilitate bridge decks (PM 0.3/29.3).	2013	\$16,184,000
SR: Other Transportation Systems Management	Caltrans District 3	CAL18829	07-00	11-00	Upgrade MBGR End Treatments in Various Counties	In Sacramento, Placer, Yuba & Yolo Counties at various locations - Upgrade metal beam guard rail end treatments (proj includes additional \$2 million of OTS funds).	2013	\$6,380,000
	Caltrans District 3	CAL18784	07-00	11-00	ITS Installation - Various locations	In El Dorado, Nevada & Placer Counties at various locations on U.S. 50, I-80, SR89 & SR267 - install Intelligent Transport Systems.	2013	\$4,606,000
	Caltrans District 3	CAL18780	07-00	11-00	Various Counties Upgrade Guardrail	In Placer Counties on SR65 upgrade guardrail. Project includes other various counties in District 3.	2013	\$2,843,400
Non-Motorized	Caltrans District 3	CAL20439	07-00	11-00	Mantis Creek Left-Turn Lane	Near Truckee on SR 267 at Mantis Creek Lake Road: construct a left-turn lane pocket.	2013	\$1,458,000
	City of Auburn Dept. of Public Works	PLA25255	07-00	11-00	Auburn Infill Sidewalk Program	Construction of new curbs, gutters, & sidewalks that complete the existing sidewalk network, & connects existing are throughout the City of Auburn.	2013	\$200,000
Transit Operations	City of Auburn Dept. of Public Works	PLA25461	07-00	11-00	Auburn Transit - O&M (2013)	Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn.	2013	\$473,000
	City of Auburn Dept. of Public Works	PLA25471	07-00	Nov-00	Nevada Street Pedestrian & Bicycle Facilities	Class 2 bike lane & adjacent sidewalks along Nevada Street from Placer Street to Fulweiler Avenue to allow for continued pedestrian & bicycle access from Old Town Auburn to the Auburn Station & EV Cain Middle School. (Emission reduction benefits (kg/day) ROG 0.03, NOx 0.02, PM10 0.01).	2013	\$444,526
Road Widen	City of Lincoln Dept of Public Works	PLA18650	07-00	11-00	Aviation Boulevard	Widen Aviation Boulevard from 2 to 4 lanes from Venture Drive to terminus 0.5 miles north of Venture Drive	2013	\$850,000
Bus LRT Capital	City of Roseville Dept of Public Works	PLA19841	07-00	11-00	Roseville Maintenance Facility Upgrades	Exp&A existing Vehicle Maintenance facility at City of Roseville Corporation Yard (2005 Hilltop Circle). Early funding will cover preliminary engineering/environmental studies for preferred sites.	2013	\$2,710,000
Local Community Transit	City of Roseville Dept of Public Works	PLA25323	07-00	11-00	Sierra Gardens Transfer Point	Improve Sierra Gardens Transfer Point. Improvements may include new bus turnouts, shelters, restrooms, landscaping lighting, crosswalks, sidewalks, & other pedestrian improvements such as bulb-outs. (Emission benefits in kg/day: 63 ROG, NOx, 25 PM10.)	2013	\$2,542,151
Local Community Transit	City of Roseville Dept of Public Works	PLA25417	07-00	11-00	Preventive Maintenance	FFY 2009 through FFY 2013 preventive maintenance.	2013	\$1,311,750
Local Roads	City of Roseville Dept of Public Works	PLA25465	07-00	11-00	Downtown Roseville Transportation Enhancement Project	In Roseville, conduct Washington Boulevard pedestrian/bike undercrossing study; improve Civic Center transit transfer facility & construct other transit/bicycle/pedestrian related improvements.	2013	\$793,750
Local Roads	City of Roseville Dept of Public Works	PLA25377	07-00	11-00	Market Drive	City of Roseville; Extend from Baseline Road to Pleasant Grove.	2013	\$8,500,000
Local Roads	City of Roseville Dept of Public Works	PLA25382	07-00	11-00	Westside Drive	City of Roseville; New N/S Road in proposed new Sierra Vista Specific Plan, west of Fiddymont Road, between Baseline & Pleasant Grove.	2013	\$4,000,000
Non-Motorized	City of Roseville Dept of Public Works	PLA25469	07-00	11-00	Oak Street Extension of Miners Ravine Trail	In Roseville, extend Class 1 trail from Lincoln Street to Royer Park.	2013	\$854,770
	City of Roseville Dept of Public Works	PLA25430	07-00	11-00	Washington Boulevard Bonded Wearing Course	In Roseville, on Washington Boulevard from Pleasant Grove Boulevard to Blue Oaks Boulevard: apply 1-inch bonded wearing course to existing street surface.	2013	\$1,175,460
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA20880	07-00	11-00	Walerga Road Bridge Widening	In Placer County, West of Roseville, Walerga Road at Dry Creek: replace bridge & widen from 2 to 4 lanes.	2013	\$20,200,000
Bridge Widen	Placer County Dept of Public Works	PLA20880	07-00	11-00	Walerga Road Bridge Widening	In Placer County, West of Roseville, Walerga Road at Drive Creek: replace bridge & widen from 2 to 4 lanes.	2013	\$20,200,000
Road New	Placer County Dept of Public Works	PLA15120	07-00	11-00	Bill Francis Drive	Construct 2-lane road from new Airport Road, to old Airport Road.	2013	\$1,500,000
Road Widen	Placer County Dept of Public Works	PLA16840	07-00	11-00	Douglas Boulevard Widening	In Placer County, Douglas Boulevard: widen from 4 to 6 lanes from Cavitt Stallman Road south to Sierra College Boulevard (1,000+ feet)	2013	\$500,000
Road Widen	Placer County Dept of Public Works	PLA15420	07-00	11-00	Walerga Road	Walerga Road: Widen & realign from 2 to 4 lanes from Baseline Road, to Placer / Sacramento County line.	2013	\$13,781,700
Safety Improvements	Placer County Dept of Public Works	PLA25432	07-00	11-00	Rollins Lake Road Shoulder Widening and Guardrail Improvements	Rollins Lake Road for two miles north of its intersection with SR 174, including its intersection with Norton Grade Road Construct segments of shoulder widening and guardrail; realign roadway intersection; install speed limit and curve warning signage. HSIP3-03-032.	2013	\$1,110,200
Safety Improvements	Placer County Dept of Public Works	PLA25433	07-00	11-00	Foresthill Road Safety	On Foresthill Road 3.2 miles east of its intersection with I-80, improve horizontal geometry of three curves; repave and apply micro-surface friction course; increase sight distance and add acceleration lane. HSIP3-03-030.	2013	\$1,000,000
Safety Improvements	Placer County Dept of Public Works	PLA25384	07-00	11-00	Foresthill Road Safety Improvements	Foresthill Road from Lower Lake Clementine Road to Old Auburn Road: Increase sight distance; construct acceleration lane.	2013	\$1,082,000
	Placer County Dept of Public Works	PLA25472	07-00	11-00	Auburn-Folsom Road Class 2 Bike Lane	On Auburn-Folsom Road between Douglas Boulevard & Joe Rodgers Road, construct a Class 2 bike lane including signage striping.	2013	\$800,000
Planning Activities	Sac. Metro Air Quality Management District	VAR56006	07-00	11-00	Regional Spare the Air Driving Reduction Program Phase 2	Sacramento Federal Nonattainment Area: Spare The Air Voluntary Driving Curtailment Program. [Continued from SAC21080, Larger MTP project is VAR56022] (Emission Benefits in kg/day: ROG 0.2, NOx 0.2). Placer County share only.	2013	\$263,100
Road Other	SACOG	VAR56037	07-00	09-28	SECAT Program Phase 2	Heavy-Duty NOx control strategies; SECAT program; GIS Transit program (includes bus stop & centralized regional transit information system, & trip planning). Placer County share only.	2013	\$1,315,550
Bicycle Pedestrian	Town of Loomis Dept of Public Works	PLA20910	07-00	11-00	Taylor Road Bike & Turn Lane	In Loomis, Taylor Road from King Road to north town limits: add turn lane & bike lanes. STREET NAME: Taylor Road	2013	\$690,000
Local Roads	Town of Loomis Dept of Public Works	PLA25254	07-00	11-00	Del Oro High School / Taylor Road Signalization	In Loomis, signalize the intersection at Del Oro High School & Taylor Road.	2013	\$400,000

Programmed Project List

Type	Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)
Road New	Caltrans District 3	CAL17240	'07-00	11-00	SR65 Lincoln Bypass	Placer County, SR65: Construct a 4-lane expressway on a new alignment from Industrial Avenue to north of North Ingr. Slough & continue north with 2 lanes to Sheridan. Also design & construct a Park & Ride facility at SR65 Bypass & Industrial Avenue. (Emission Reductions in kg/day: ROG 1, NOx 1.2, PM10 0.6.) HPP #1408	2014	\$291,783,000
SR: Street Route 193	Caltrans District 3 City of Auburn Dept. of Public Works	CAL20389 PLA25227	'07-00	11-00	SR193 Curve Improvement Auburn Signalization & Traffic Calming	Near Lincoln, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Realign curve improvement (SHOPP Lump Sur Collision Reduction) (PM 4.5/5.4).	2014	\$12,586,000
Local Roads	City of Auburn Dept. of Public Works	PLA25227	'07-00	11-00	Auburn Signalization & Traffic Calming	Installation of various traffic signals & traffic calming measures within the City of Auburn.	2014	\$400,000
New Road	City of Auburn Dept. of Public Works	PLA25233	'07-00	11-00	Central Auburn Roadway Network	Various roadway widening & new roadway construction as a result of new development & redevelopment in the central Auburn Area. One or more phases of this project may require federal permitting.	2014	\$500,000
Non-Motorized	City of Auburn Dept. of Public Works	PLA25256	'07-00	11-00	Auburn Sidewalk Reconstruction & Tree Planting	Removal & replacement of damaged sidewalks in various locations throughout the City of Auburn, including installation of irrigation & tree/landscape planting where separated sidewalks exist.	2014	\$400,000
Other Transit	City of Auburn Dept. of Public Works	PLA25353	'07-00	11-00	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way & install rail platform extension. Funding is for planning engineering & design / environmental phase only.	2014	\$1,416,480
Pavement Rehabilitation	City of Auburn Dept. of Public Works	PLA25124	'07-00	09-30	Road Rehab & Overlays	In Auburn, various locations: perform annual pavement resurfacing &/or rehabilitation on urban roadways through 2014. 20 Auburn-Folsom Road from Sunrise Ridge to Southridge. 2013: East Lincoln Way from Foresthill Avenue to Auburn City limits. 2014: Dairy Road from Auburn Ravine to Luther Road.	2014	\$363,768
Pavement Rehabilitation	City of Auburn Dept. of Public Works	PLA25441	'07-00	11-00	Road Rehab & Overlays	In Auburn, various locations: perform pavement resurfacing and/or rehabilitation on the following urban roadways: Auburn-Folsom Road from Sunrise Ridge to Southridge, East Lincoln Way from Foresthill Avenue to Auburn City limits, and Dairy Road from Auburn Ravine to Luther Road.	2014	\$363,768
Transit Operations	City of Colfax Dept of Public Works	PLA25462	'07-00	11-00	Auburn Transit - O&M (2014)	Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn.	2014	\$487,000
Bicycle Pedestrian	City of Colfax Dept of Public Works	PLA25158	'07-00	11-00	Downtown Colfax Bike Lane Extension	From Downtown Multi-modal station, construct bike path extension to the intersection of Main Street & SR 174 (Main Street) Depot.	2014	\$562,500
Local Roads	City of Colfax Dept of Public Works	PLA25238	'07-00	11-00	South Canyon Way / Illinois Town Road	Intersection improvements, including construction of a center turn lane, at South Canyon Way & Illinois Town Road in Colfax.	2014	\$225,000
Local Roads	City of Colfax Dept of Public Works	PLA25239	'07-00	11-00	South Canyon Way / Plutes Road	Intersection improvements, including the construction of a center turn lane at South Canyon Way & Plutes Road in Colfax.	2014	\$225,000
Local Roads	City of Colfax Dept of Public Works	PLA25240	'07-00	11-00	Canyon Creek Road Extension	Extension of Canyon Creek Road to City Limits. Improvements include curb, gutter, & sidewalk.	2014	\$100,000
Local Roads	City of Colfax Dept of Public Works	PLA25241	'07-00	11-00	Shadowwood Subdivision Local Road Network	Local road network within & around Shadowwood subdivision. Project may require Federal permitting.	2014	\$260,000
Local Roads	City of Colfax Dept of Public Works	PLA25242	'07-00	11-00	Plutes Road	Construction of new subdivision access road from Canyon Way to east City limits, including construction of culvert at Bun Creek. Project may require Federal permitting.	2014	\$1,087,500
Local Roads	City of Colfax Dept of Public Works	PLA25243	'07-00	11-00	Illinois Town Road	Construction of new subdivision access road from Canyon Way to east City limits, including construction of culvert at Bun Creek. Project may require Federal permitting.	2014	\$1,147,500
Local Roads	City of Colfax Dept of Public Works	PLA25244	'07-00	11-00	Colfax Pines Subdivision New Local Road	Construction of new subdivision access road from Canyon Way to east City limits, including construction of culvert at Bun Creek. Project may require Federal permitting.	2014	\$1,147,500
Road New	City of Colfax Dept of Public Works	PLA25145	'07-00	11-00	Railroad Avenue Connector	New Local road connecting Colfax Pines development to Iowa Hill Road. Project may require Federal permitting. Construct north south connector road on Railroad Avenue with pedestrian & bicycle improvements from Whitcomb to Gra Valley Street.	2014	\$1,357,500
Bicycle Pedestrian	City of Lincoln Dept of Public Works	PLA25464	'07-00	11-00	G Street Bicycle/Pedestrian/NEV/ITS Improvements	Construct various pedestrian, bicycle, NEV, and ITS improvements along the Highway 65 / G Street corridor from Starling Parkway to 7th Street. Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Highway 65 / G Street, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65, roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. The first step of the project will be to prepare a master plan identifying and analyzing the improvements needed along the corridor. Based on the results of the master plan the project will then be designed and constructed in phases as multiple City capital improvement projects.	2014	\$3,314,812
New Road	City of Lincoln Dept of Public Works	PLA25467	'07-00	11-00	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from existing City limit near Caledon Circle to Moore Road (Village 7 boundary).	2014	\$1,920,000
Road Other	City of Lincoln Dept of Public Works	PLA20750	'07-00	11-00	Airport Road	Reconstruct 1 mile of an existing 2-lane Airport Road from Nicolaus Road to Wecco Access Road.	2014	\$721,000
Local Roads	City of Lincoln Dept of Public Works	PLA25497	'07-00	11-00	Operating Assistance	In Lincoln: operating assistance for Lincoln Transit.	2014	\$3,374,874
Local Roads	City of Rocklin Division of Engineering	PLA25268	'07-00	09-00	University Avenue - Phase 1	New road: 4 lanes from the intersection of Whitney Ranch Parkway, north to the extension of West Ranchview Drive.	2014	\$2,500,000
Local Roads	City of Rocklin Division of Engineering	PLA25270	'07-00	11-00	University Avenue - Phase 2	In Rocklin, University Avenue from the intersection of Sunset Boulevard / Atherton Road north to the intersection of Whitney Ranch Parkway: Construct a new four lane roadway. One or more phases of this project may require federal permitting.	2014	\$4,500,000
Road New	City of Rocklin Division of Engineering	PLA25025	'07-00	11-00	Whitney Ranch Parkway	In Rocklin, Whitney Ranch Parkway: construct new 6-lane facility from SR 65 to east of Wildcat Boulevard.	2014	\$4,739,673
Road New	City of Rocklin Division of Engineering	PLA19260	'07-00	11-00	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over 80.	2014	\$11,000,000
Road Widen	City of Rocklin Division of Engineering	PLA25156	'07-00	11-00	Sunset Boulevard	Sunset Boulevard: Widen to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	2014	\$850,000
Road Widen	City of Rocklin Division of Engineering	PLA20460	'07-00	11-00	Sierra College Boulevard	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 2 to 4 lanes.	2014	\$2,750,000
Road Widen	City of Rocklin Division of Engineering	PLA15530	'07-00	11-00	Pacific Street	Widen Pacific Street to 4 lanes from Sierra Meadows to Loomis Town Limits.	2014	\$6,000,000
SR: Street Route 65	City of Rocklin Division of Engineering	PLA25374	'07-00	11-00	Whitney Ranch Parkway Interchange	Whitney Ranch Parkway & SR 65: construct full movement interchange.	2014	\$20,000,000
Bridge Repair or Replacement	City of Roseville Dept of Public Works	PLA25499	'07-00	11-00	Rocklin Road / Grove Street Roundabout	Convert existing signalized intersection at Rocklin Road / South Grove Street & the offset unsignalized intersection at Rocklin Road / Grove Street to a dual roundabout intersection. (Emission benefits (kg/day) ROG 0.32, NOx 0.40, PM10 0.07).	2014	\$2,102,061
Local Community Transit	City of Roseville Dept of Public Works	PLA25470	'07-00	11-00	Oakridge Drive Bridge Replacement	Bridge No. 19C0180. In Roseville, 0.2 miles north of Cirby Way on Oakridge Drive, replace existing narrow substandard bridge over Linda Creek with wider bridge to include bike lanes & sidewalks on both sides.	2014	\$2,500,000
Local Roads	City of Roseville Dept of Public Works	PLA25324	'07-00	11-00	Fuel Station Cover	Construct a fuel station cover.	2014	\$1,965,000
Local Roads	City of Roseville Dept of Public Works	PLA25380	'07-00	11-00	Westside Drive	City of Roseville: New N/S Road in proposed new Creekevew Specific Plan, west of Fiddymont Road, north of Blue Ox Avenue.	2014	\$6,000,000
Local Roads	City of Roseville Dept of Public Works	PLA25436	'07-00	09-29	Atlantic Street Micropave	In Roseville, on Atlantic Street from V Street to I-80, remove and replace damaged pavement and microsurface roadway.	2014	\$517,850
Regional Arterials	City of Roseville Dept of Public Works	PLA25437	'07-00	09-29	Baseline Road Micropave	In Roseville, on Baseline Road from Brady Lane to Fiddymont Road, remove and replace damaged pavement and microsurf roadway.	2014	\$775,005
Regional Transit: Conventional Bus	City of Roseville Dept of Public Works	REG17928	'07-00	11-00	Louis/Oriando Transfer Point Improvements	In Roseville, on Louis Boulevard at Orlando Avenue: Develop & construct an improved transfer point & a 75-space park & r facility. (Includes previously programmed PLA16080.)	2014	\$4,937,500
Road Widen	City of Roseville Dept of Public Works	PLA15720	'07-00	11-00	Eureka Boulevard	Widen Eureka Boulevard from 2 to 4 lanes, from Sierra College to City Limits.	2014	\$500,000
Road Widen	City of Roseville Dept of Public Works	PLA15850	'07-00	11-00	Roseville Road	Widen from 2 to 4 lanes from City Limits to Cirby Way. STREET NAME: Roseville Road.	2014	5,000,000

Programmed Project List

Type	Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)
	City of Roseville Dept of Public Works	PLA25498	07-00	11-00	Roseville Transit Preventive Maintenance	2011 through 2014 preventive maintenance.	2014	\$2,000,000
	City of Roseville Dept of Public Works	PLA25501	07-00	11-00	Washington Boulevard / Andora Undercrossing Improvement Project	In Roseville, widen Washington Boulevard from 2 to 4 lanes, including widening the Andora Underpass under the UPF tracks, between Sawtell Road & just south of Pleasant Grove Boulevard, & construct bicycle & pedestrian improvements adjacent to roadway. (Emission benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10).	2014	\$13,321,950
	City of Roseville Dept of Public Works	PLA25429	07-00	11-00	Industrial Avenue Rubberized Overlay	In Roseville, apply 2-inch gap graded rubberized asphalt to Industrial Avenue from Washington Boulevard to Justice Cen Drive.	2014	\$2,150,000
Road Widen	Placer County Dept of Public Works	PLA15100	07-00	11-00	Baseline Road	In Placer County, Baseline Road from Fiddymont Road to Watt Avenue: widen from 2 to 4 lanes.	2014	\$6,462,500
	Placer County Dept of Public Works	PLA25473	07-00	11-00	Highway 49 Pedestrian Facilities & Landscaping	Construct pedestrian & landscaping facilities along SR49 from New Airport Road to Bell Road.	2014	\$1,587,925
Local Community Transit	Placer County Transit	PCT10502	07-00	11-00	Preventive Maintenance & ADA Operations 2010-2014	Preventive Maintenance 2010 = \$300,000 ADA Ops 2010 = \$200,000; Preventive Maintenance 2011 = \$324,890 ADA O 2011 = \$206,700; Preventive Maintenance 2012 = \$324,890 ADA Ops = \$206,700; Preventive Maintenance 2013 = \$324,890 ADA Ops 2013 = \$206,700; & Preventive Maintenance 2014 = \$324,890 ADA Ops = \$206,700	2014	\$3,282,952
Regional Transit: Conventiona Bus	Placer County Transit	PCT10491	07-00	11-00	Placer County Non-Urbanized Transit Operations	For the Ongoing Operation of transit services within the non-urbanized area of Placer County. Purchase of four (4) Compressed Natural Gas (CNG) buses to replace older vehicles currently in use by PCT. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn & Placer County to Roseville & the Watt / I-80 Light Rail Station. (Emission benefits (kg/day) 3.16 NOx).	2014	\$3,290,175
	Placer County Transit	PCT10501	07-00	11-00	Placer County CNG Replacement Buses	The Placer County Congestion Management Program (CMP) provides educational and outreach efforts regarding alternative transportation modes, with a specific emphasis on marketing of public transit services to employers, residents and the school community. CMP activities are coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. In Loomis, Horseshoe Bar Road from Walnut Extension to Taylor Road: add 1,000 feet of two-way left turn lane (for safety bike lanes.	2014	\$769,000
Bicycle Pedestrian	Placer County Transportation Planning Agency	PLA25468	09-00	11-00	Placer County Congestion Management Program	In Loomis, Taylor Road from south town limits to King Road: add signals at three intersections, 2500 feet of two-way left t lanes, bike lanes, sidewalk, curb, gutter & underground Drainage system. See note below. STREET NAME: Taylor Road Improvements.	2014	\$1,600,000
	Town of Loomis Dept of Public Works	PLA20920	07-00	11-00	Horseshoe Bar Road	The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunte door-to-door transportation; & a voucher program within western Placer County.	2014	\$2,000,000
	Town of Loomis Dept of Public Works	PLA20900	07-00	11-00	Taylor Road Improvements	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds) for non-capacity increasing proje only.	2015	\$400,000
Safety Improvements	Western Placer CTSA	New10000	Jul-00	11-00	Western Placer CTSA Operations	Placer County, I-80 in & near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (8.1/37.8).	2015	\$36,045,000
	Caltrans District 3	CAL17380	07-00	11-00	SACOG Region Emergency Repair Program	Near Truckee, from 1.2 miles east of Northstar Drive to Brockway Summit - Stabilize slopes, repair dikes & culverts, & pla rock slope protection (PM 4.9/6.7). (Storm Water Mitigation)	2015	\$7,510,000
	Caltrans District 3	CAL18828	07-00	11-00	I-80 Vertical Clearance Improvements	In Placer County (for the SACOG Region), SR Bridge Replacement & Rehabilitation , non-capacity increasing only (includ seismic retrofit) lump sum projects. Detailed listing can be found on Bridge project list - projects with VAR10050 project id and can also be found at http://www.dot.ca.gov/hq/LocalPrograms/hbr99/HBP_MPO.html .	2015	\$14,594,000
	Caltrans District 3	CAL20375	07-00	11-00	Northstar Slope Stabilization	Widening of existing roadways & construction of new Local roads in the Auburn Municipal Airport area as a result of n development. Federal permitting may be required for this project.	2015	\$6,000,000
Bridge Repair or Replacement	Caltrans Headquarters	VAR10050	07-00	11-00	State SR Bridge Replacement Grouped Projects	Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn.	2015	\$1,840,000
Local Roads	City of Auburn Dept. of Public Works	PLA25232	07-00	11-00	Auburn Municipal Airport Area Local Road Network	Industrial Boulevard, from 12 Bridges Drive to Athens Boulevard: Widen from 2 to 4 lanes.	2015	\$1,876,246
Transit Operations	City of Auburn Dept. of Public Works	PLA25460	07-00	11-00	Auburn Transit - O&M FFY 2011 - FFY 2014	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	2015	\$3,500,000
Road Widen	City of Lincoln Dept of Public Works	PLA18720	07-00	11-00	Industrial Boulevard	In Rocklin, widen Sierra College Boulevard to 6 lanes from I-80 to Agular Tributary.	2015	\$3,800,000
Local Roads	City of Rocklin Division of Engineering	PLA25151	07-00	11-00	West Oaks Boulevard	Construct Argonaut Avenue as 2 lanes from Yankee Hill Road to Del Mar Avenue, including a grade separation over UP tracks.	2015	\$5,000,000
Road Widen	City of Rocklin Division of Engineering	PLA15400	07-00	11-00	Sierra College Boulevard	In Roseville, on Industrial Avenue replace existing 2-lane Bridge No. 19C-0046 over Pleasant Grove Creek with a new 4-l bridge.	2015	\$5,000,000
Bridge Repair or Replacement	City of Roseville Department of Public Works	PLA19230	07-00	11-00	Argonaut Avenue	In Roseville, along Dry Creek, Kirby Creek & Linda Creek, construct Class 1 Bike Trail.	2015	\$2,265,875
Bicycle Pedestrian	City of Roseville Dept of Public Works	PLA25438	07-00	11-00	Industrial Avenue Bridge Replacement	In Roseville, at existing interchange on SR 65/Galleria Boulevard/Stanford Ranch Road.: modify all on & off ramps to prov improved operations.	2015	\$5,000,000
Interchange	City of Roseville Dept of Public Works	PLA19910	07-00	11-00	Dry Creek Greenway Trail	City of Roseville: Widen four lanes from Blue Oaks Boulevard to Baseline Road.	2015	\$3,000,000
Local Roads	City of Roseville Dept of Public Works	PLA25209	07-00	11-00	Galleria Boulevard/SR 65 Interchange Phase II Improvements	Blue Oaks, Widen: 4 lanes from Hayden Pkwy. to Westside; Extend: 4 lanes from Westside to Watt Avenue	2015	\$12,500,000
Local Roads	City of Roseville Dept of Public Works	PLA25376	07-00	11-00	Fiddymont Road	City of Roseville: Extend four lanes from Baseline Road to Blue Oaks Avenue.	2015	\$6,500,000
Local Roads	City of Roseville Dept of Public Works	PLA25343	07-00	11-00	Blue Oaks Extension & Widening	City of Roseville: Widen from Fiddymont Road to Watt Avenue	2015	\$10,450,000
Local Roads	City of Roseville Dept of Public Works	PLA25378	07-00	11-00	Santucci Boulevard	In Roseville, Atkinson Street/PFE Road: widen from two to four lanes from Foothills Boulevard to just south of Dry Creek.	2015	\$7,000,000
Local Roads	City of Roseville Dept of Public Works	PLA25379	07-00	11-00	Pleasant Grove Boulevard	In Roseville, Kirby Way from Riverside Avenue to Regency Way: Widen from 4 to 5 lanes.	2015	\$500,000
Road Widen	City of Roseville Dept of Public Works	PLA19810	07-00	11-00	Atkinson Street/PFE Road Widening	Sierra College Boulevard from Sacramento County line to Olympus Drive: widen to 6 lanes	2015	\$1,661,100
Road Widen	City of Roseville Dept of Public Works	PLA17950	07-00	11-00	City Way Widening	In Roseville, from City Limits to West of Foothills Boulevard, widen Baseline Road. from 3 to 4 lanes.	2015	\$5,000,000
Road Widen	City of Roseville Dept of Public Works	PLA15660	07-00	11-00	Baseline Road	In Roseville, from Foothills Boulevard to Wood Creek Oaks, widen Pleasant Grove Boulevard from 4 to 6 lanes.	2015	\$600,000
Road Widen	City of Roseville Dept of Public Works	PLA15760	07-00	11-00	Pleasant Grove Boulevard Widening	Bridge No. 19C0042, Hampshire Rocks, over & just south of Dry Creek Road. Preliminary Engineering, right-of-way & repla the existing functionally obsolete bridge with a new 2 lane bridge.	2015	\$4,900,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25445	07-00	11-00	Hampshire Rocks Road Bridge	Bridge No. 19C0095, Dowd Road, over Coon Creek, 0.4 mile North Wise Road. Right-of-way & replace a structurally defici bridge with a new 2 lane bridge.	2015	\$5,675,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25449	07-00	11-00	Down Road Bridge Replacement	Bridge No. 19C0104, Brewer Road, over branch of Curry Creek, 2.2 mile north of Base Lane Road. Right-of-way & repla structurally deficient 2 lane structure with a new 2 lane structure.	2015	\$1,780,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25450	07-00	11-00	Brewer Road Bridge Replacement	Bridge No. 19C0112, Brewers Road, over Kings Slough, 6.0 mile north of Base Lane Road. Right-of-way & repla structurally deficient 2 lane bridge with a new 2 lane bridge.	2015	\$2,126,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25476	07-00	11-00	Brewers Road Bridge Replacement	Bridge No. 19C0138, Brewer Road, over Markham Ravine, 0.5 mile south of Nicolaus Road. Right-of-way & repla structurally deficient bridge with new 2 lane bridge.	2015	\$1,568,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25454	07-00	11-00	Brewer Road Bridge Replacement	Bridge No. 19C0145, Haines Road, over Wise Canal, 0.45 mile north of Bell Road. Right-of-way & replace the existi functionally obsolete 2 lane bridge with a new 2 lane bridge.	2015	\$4,900,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25475	07-00	11-00	Haines Road Bridge Replacement			

Programmed Project List

Type	Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25477	'07-00	11-00	Alpine Meadows Road Bridge Replacement	Bridge No. 19C0151, Alpine Meadows Road, over Truckee River, 0.1 mile west of SR 89. Right-of-way & rehabilitation shoulder widening of existing structurally deficient 2 lane bridge.	2015	\$9,980,000
Bridge Repair or Replacement	Placer County Dept of Public Works	PLA25458	'07-00	11-00	Bridge Preventive Maintenance	PM00013, Bridge Preventive Maintenance Program, various locations in Placer County. Refer to Caltrans District 03 Lo Assistance HBP web site for list of bridges.	2015	\$893,000
Regional Arterials	Placer County Dept of Public Works	PLA15105	'07-00	11-00	Baseline Road Widening (West Portion)	Baseline Road, from Watt Avenue to Sutter County line: Widen from 2 to 4 lanes.	2015	\$19,200,000
Planning Activities	Placer County Transportation Planning Agency	PLA25413	'07-00	11-00	Plan, Program & Monitor (PPM)	PCTPA plan, program, monitor (PPM) for RTPA related activities.	2015	\$807,000
Road Widen	Town of Loomis Dept of Public Works	PLA20890	'07-00	11-00	Sierra College Boulevard Widening	In Loomis, Sierra College Boulevard from railroad tracks (Taylor Road) to the north town limits, widen from 2 to 4 lane construct turn lanes, bike lanes, & landscaped median.	2015	\$5,899,180
Road Widen	Town of Loomis Dept of Public Works	PLA20960	'07-00	11-00	Sierra College Boulevard Widening	In Loomis, Sierra College Boulevard from Granite Drive to Bankhead Road: widen from 4 to 6 lanes.	2015	\$3,600,000
Road Widen	Town of Loomis Dept of Public Works	PLA15940	'07-00	11-00	Taylor Road Widening	Widen Taylor Road, from 2 to 4 lanes from Horseshoe Bar Road to King Road.	2015	\$425,000
Road Widen	Town of Loomis Dept of Public Works	PLA15250	'07-00	11-00	King Road	In Loomis, King Road: add turn lane from Sierra College Boulevard to Boyington Road.	2015	\$809,000
Road Widen	Town of Loomis Dept of Public Works	PLA15350	'07-00	11-00	Rocklin Road Widening	In Loomis, Rocklin Road from Barton Road to west town limits: widen from 2 to 4 lanes.	2015	\$1,200,000
Road Widen	Town of Loomis Dept of Public Works	PLA25290	'07-00	11-00	Orchard Place Subdivision Local Road Network	In Loomis, construct new Local road network as part of developing Orchard Place subdivision. Federal permitting may be required as part of this project.	2015	\$191,400
Road Widen	Town of Loomis Dept of Public Works	PLA25289	'07-00	11-00	Grove Subdivision Local Road Network	In Loomis, construct new Local road network as part of Grove subdivision off of Humphrey Road. Federal permitting may be required as part of this project.	2015	\$261,000
Road Widen	Caltrans District 3	CAL20420	'07-00	11-00	SR89 - Squaw Valley to Nevada County Line Rehabilitation	Pl-89, near Truckee, from 0.2 mile of Squaw Valley Road to the Nevada County line: rehabilitate roadway (PM 13.5/21. SHOPP Roadway Preservation CTIPS ID 120-0000-0066.	2016	\$8,870,000
Bridge New	City of Lincoln Dept of Public Works	PLA25022	'07-00	11-00	Auburn Ravine Bike/Ped Bridge Phase 1	In Lincoln: Construction of multi-use bridge across Auburn Ravine: Preliminary Engineering, Environmental Documentation, Permitting, & Construction of Neighborhood Electric Vehicle (NEV) & pedestrian bridge crossing Auburn Ravine. Preliminary Engineering, Environmental Documentation, & Permitting for future vehicle bridge at same Location.	2016	\$987,193
Local Roads	City of Rocklin Division of Engineering	PLA25273	'07-00	11-00	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	2016	\$126,000
Road New	City of Rocklin Division of Engineering	PLA19290	'07-00	11-00	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Old Ranch House Road to Whitney Oaks Drive	2016	\$12,428,000
Road New	City of Rocklin Division of Engineering	PLA19250	'07-00	11-00	Valley View Parkway	Valley View Parkway: Construct 2 lanes from Park Drive to Sierra College Boulevard	2016	\$9,575,000
Road Widen	City of Rocklin Division of Engineering	PLA19400	'07-00	Nov-00	Rocklin Road	In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound I-80 ramps.	2016	\$880,000
Road Widen	City of Rocklin Division of Engineering	PLA19330	'07-00	11-00	Sierra College Boulevard	In Rocklin, Sierra College Boulevard: widen to 4 lanes from intersection with Valley View Parkway to Loomis Town lin (SPRTA Segment #2a).	2016	\$8,650,000
Road Widen	City of Rocklin Division of Engineering	PLA19360	'07-00	11-00	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes from Stanford Ranch Road, to Topaz.	2016	\$2,600,000
Road Widen	City of Rocklin Division of Engineering	PLA15620	'07-00	11-00	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Topaz to S. Whitney Boulevard	2016	\$2,700,000
Regional Arterials	Placer County Dept of Public Works	PLA25463	'07-00	11-00	Baseline Road Widening Phase 2 (West Portion)	Baseline Road, from Sutter County line to future 16th Street: Widen from 2 to 4 lanes.	2016	\$29,000,000
Road Widen	Placer County Dept of Public Works	PLA15270	'07-00	11-00	North Antelope Road	North Antelope Road: Widen from 2 to 4 lanes from Sacramento County line to PFE Road.	2017	\$2,026,600
Road Widen	Placer County Dept of Public Works	PLA25130	'07-00	11-00	Fiddymont Road Widening	Widen Fiddymont Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	2017	\$11,550,000
Road Widen	Placer County Dept of Public Works	PLA20700	'07-00	11-00	Watt Avenue	Watt Avenue, from Baseline Road, to Sacramento County Line: Widen from 2 to 4 lanes. Near Colfax on I-80, from the Long ravine UP to east of Magra Road overcrossing: widen eastbound roadway for truck climb lane, replace two structures, rehabilitate drainage & extend culverts, eliminate or construct westbound standard off/on ramps at Magra Road overcrossing (PM 35.1/38.0). (Project will use tapered match, matching FHWA discretionary IMD funds with State matching funds during later phases).	2017	\$27,487,500
Road Widen	Caltrans District 3	CAL20424	'07-00	11-00	I-80 3-Mile Truck Climbing Lane		2018	\$31,600,000
Road Widen	Placer County Dept of Public Works	PLA15390	'07-00	11-00	Sierra College Boulevard	Widen Sierra College Boulevard from 2 to 4 lanes from SR193 to Loomis Town Limits.	2018	\$13,000,000
Road Widen	Placer County Dept of Public Works	PLA18490	'07-00	11-00	PFE Road Widening	PFE Road, from Watt Avenue to Walerga Road: Widen from 2 to 4 lanes & realign. Phase 1 of the Placer Parkway project, including Tier 2 environmental work, preliminary engineering, & construction to Loca a roadway within the selected 500' wide approved Alternative 5 alignment corridor connecting SR 65 (Whitney Ranch Pkwy) to Foothills Boulevard (replaces PLA25337 - Placer Ranch Parkway - \$145 million). Additional Tier 2 work may be completed in increments by Local jurisdictions for subsequent phases of the Placer Parkway project.	2018	\$13,085,000
Road New	Placer County Dept of Public Works	PLA25299	'07-00	11-00	Placer Parkway - Phase 1		2018	\$70,000,000
Road New	Placer County Dept of Public Works	PLA15220	'07-00	11-00	Foothills Boulevard	Foothills Boulevard: Construct as a 2 lane road from the City of Roseville to Sunset Boulevard	2019	\$4,062,300
Road Widen	City of Lincoln Dept of Public Works	PLA15970	'07-00	11-00	Nicolaus Road	Widen Nicolaus Road, from 2 to 4 lanes from Airport Road, to Aviation Boulevard	2020	\$2,250,600
Regional Arterials	City of Rocklin Division of Engineering	PLA25373	'07-00	11-00	Midas Avenue Grade Separation	Midas Avenue, from Pacific Street to Third Street, construct 2 lane grade separation of UP tracks including right of way. In Rocklin: from Rocklin Road onto both westbound & eastbound I-80; construct a combination of loop/flyover ramps eliminate left-turn movements.	2020	\$8,750,000
Regional Arterials	City of Rocklin Division of Engineering	PLA25345	'07-00	11-00	I-80 / Rocklin Road Interchange		2020	\$29,850,000
Road Maintenance	City of Rocklin Division of Engineering	PLA17820	'07-00	11-00	Pacific Street	On Pacific Street: Construct downtown improvements.	2020	\$8,000,000
Road Widen	City of Rocklin Division of Engineering	PLA17910	'07-00	11-00	Sunset Boulevard	Widen Sunset Boulevard bridge at UPRR from 4 to 6 lanes from South Whitney Boulevard to Pacific Street	2020	\$2,600,000
Road New	Placer County Dept of Public Works	PLA15300	'07-00	11-00	Parallel Road	In Placer County, east of Route 49, from Dry Creek Road to Quartz Road, construct a 2 lane road. Name of road shall be determined in the future.	2020	\$6,025,000
Interchange	Placer County Transportation Planning Agency	PLA25440	'07-00	09-37	SR65/I-80 Interchange Improvements (Phase 1)	Rebuild SR65-I-80 to improve movement from eastbound I-80 to northbound SR65 (Phase 1). (PA&ED of \$3,899,700 to be matched at 10 percent with Toll Credits).	2020	\$30,000,000
Road Widen	Town of Loomis Dept of Public Works	PLA16350	'07-00	11-00	Horseshoe Bar Road @ I-80 Overcrossing Widening	Widen Horseshoe Bar Road. @ I-80 overcrossing 2 to 4 lanes & improve ramps.	2020	\$15,000,000
Road Widen	Placer County Dept of Public Works	PLA15070	'07-00	11-00	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes. New 4 lane connector (ultimate 6 lanes freeway) in 500' to 1,000' wide corridor connecting SR 70/99 (between Riego Road Sankey Road) to SR 65 (Whitney Ranch Parkway). (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon Location of the segment. In Placer County, it will be SPRTA or Roseville &/or Placer County; in Sutter County it will be Sutter County.)	2033	\$29,000,000
Road New	South Placer Regional Transportation Authority / Placer County	PLA20721	'07-00	11-00	Placer Parkway Project		2035	\$660,000,000

Programmed Project List

Type	Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)
							2010-2015	\$1,157,669,926
							2016-2024	\$351,103,193
							2025-2035	\$689,000,000
							Total	\$2,197,773,119
								\$2,197,773,119

Source:

- 2009/12 MTIP through Amendment #37, SACOG, August 2010; MTIP Amendment #23 also constitutes Amendment #2 to MTP 2035.
- 2011/14 MTIP, SACOG, July 2010; the 2011/14 MTIP also constitutes Amendment #3 to MTP 2035.
- Appendix A1 - Draft Final MTP 2035 Public Transit Including Rail Projects & Appendix A2 - Draft Final MTP 2035 Bicycle, Pedestrian, Roads, & Other Projects, excel project list
- Capitol Corridor Business Plan Update Final FY 2010/11 - FY 2011/12, CCJPA, March 2010.
- Updated 2008 SHOPPP Long Lead Projects List, Caltrans, January 2010.
- 2008/09 - 2013/14 Caltrans Highway Bridge Program (VAR10050), 2009/12 MTIP Amendment #34, SACOG, April 6, 2010.
- Call to Update Projects 2011/2014 MTIP, SACOG, April 20, 2010.

Notes:

- Programmed funds mean that funds are budgeted / committed for projects & included in SACOG MTIP, STIP, and SHOP
- Updates to the project list provided by PCTPA TAC, February 2010; subsequent updates by TAC members through June 2010.

Planned Project List							Completion Year	Cost Estimate (Current Year \$)
Type	Lead Agency	SACOG Project ID	SACOG MTP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)	
Local Community Transit	City of Roseville Dept of Public Works Placer County Dept of Public Works	PLA25319	07-00	Roseville Transit Buses	Replace 4 fixed route buses.	2011	\$1,543,000	
Project Initiation Document (PID) / Environmental Assessment (EA)	South Placer Regional Transportation Authority City of Auburn Dept. of Public Works			SR 65 HOV Lanes - PID / EA	Bridge No. 19CC060, Auburn-ForestHill Road, over North Fork American River, east of I-80. Paint existing steel structure.	2011	\$8,100,000	
Local Community Transit	City of Auburn Dept. of Public Works	PLA25141	07-00	Auburn Transit - Bus Replacement	Prepare PIS / EA evaluating the addition of High Occupancy Vehicle (HOV) lanes from I-80 to City of Lincoln.	2011	\$234,000	
Local Community Transit	City of Auburn Dept. of Public Works	PLA25143	07-00	Auburn Transit - Bus Shelters	Replacement of 2 30' passenger buses for Auburn Transit.	2012	\$404,000	
Local Community Transit	City of Auburn Dept. of Public Works	PLA25144	07-00	Auburn Transit - On-Board Surveillance	In Auburn, install bus shelters, signage & related amenities.	2012	\$146,000	
Local Community Transit	City of Lincoln Dept of Public Works	PLA20210	07-00	Lincoln Transit Buses	Install on-board surveillance systems on all Auburn Transit buses.	2012	\$12,000	
Local Community Transit	City of Roseville Dept of Public Works	PLA25325	07-00	Park & Ride	In Lincoln, purchase 8 replacement transit buses.	2012	\$2,224,000	
Local Community Transit	City of Roseville Dept of Public Works	PLA25320	07-00	Roseville Transit Buses	To develop & construct a new transfer point that will also include a 75-space park & ride facility.	2012	\$8,300,000	
Local Community Transit	City of Roseville Dept of Public Works	PLA25321	07-00	Roseville Transit Buses	Replace six (6) cutaway buses.	2012	\$527,000	
Local Community Transit	City of Lincoln Dept of Public Works	PLA18770	07-00	Lincoln Pkwy.	Replace five (5) 40 foot buses for commuter services.	2012	\$2,224,000	
	Placer County Dept of Public Works & City of Lincoln Department of Public Works		07-00	Nelson Lane Safety Project	Widen: 4 lanes from Sterling Pkwy. to Del Webb Boulevard	2013	\$175,000	
					Joint County & City safety project - bridge replacement and two lane roadway with shoulders from Lincoln Bypass to Nicolas Road.	2013	\$6,000,000	
Heavy Rail Capital	Caltrans District 3	CAL18809	07-00	Roseville Third Main Track/Sacramento Layover Facility	Dedicated third mainline track and Sacramento area satellite maintenance facility and other associated improvements, which will permit service capacity increases for Capitol Corridor in Placer County, including possible relocation of the Roseville rail station.	2014	\$250,800,000	
Right-of-Way	Caltrans District 3 Caltrans District 3 City of Colfax Dept of Public Works		07-00	SR65 Lincoln Bypass Phase 2 SR193 Pavement Rehabilitation	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan. Rehabilitate roadway from Sierra College to Newcastle.	2014 2014	\$55,000,000 \$5,000,000	
			07-00	S Auburn Street Pedestrian / Bicycle Improvements	Add bike lanes on both sides of South Auburn Street from Mink Creek to Colfax / Grass Valley overcrossing. Reconstruct SR193 Bridge over Auburn Ravine to provide 100 year flood capacity. Increase width to provide for combined bike lanes, NEV lanes and sidewalks. Bridge will include 2-12' northbound lanes, 1-12' southbound lane. Bridge will be approximately 280' in length. Eligible for HBP funding, however application has not been submitted.	2014	\$360,000	
Bridges	City of Lincoln Dept of Public Works		07-00	SR193 Bridge Replacement at Auburn Ravine	Widen: 4 lanes from E. Caledon Circle to Lincoln City limit.	2014	\$4,610,000	
	City of Lincoln Dept of Public Works	PLA25168	07-00	Ferrari Ranch Road	Widen: 4 lanes from SR65 to SR193.	2014	\$1,000,000	
	City of Lincoln Dept of Public Works	PLA25169	07-00	Ferrari Ranch Road	Reconstruct SR193 Bridge over Auburn Ravine to provide 100 year flood capacity. Increase width to provide for combined bike lanes, NEV lanes and sidewalks. Bridge will include 2-12' northbound lanes, 1-12' southbound lane. Bridge will be approximately 280' in length. Eligible for HBP funding, however application has not been submitted.	2014	\$2,252,000	
	City of Lincoln Dept of Public Works		07-00	SR193 Bridge Replacement at Auburn Ravine	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	2014	\$4,610,000	
	Caltrans District 3	CAL18798	07-00	Auburn to Donner Summit Track Improvements Phases 1 & 2		2015	\$86,000,000	
	Capitol Corridor Joint Powers Authority City of Auburn Dept. of Public Works City of Auburn Dept. of Public Works		07-00	Positive Train Control	Installation of positive train control (CCJPA's share to UPRR of the trackside infrastructure) along the Capitol Corridor route.	2015	\$30,000,000	
	City of Auburn Dept. of Public Works	PLA25228	07-00	Bike Facilities	Construct various bike lane facilities throughout the City of Auburn.	2015	\$125,000	
	City of Auburn Dept. of Public Works	PLA25234	07-00	Baltimore Ravine Development	Local Road Network: widening & construction of new Local roadways in the Baltimore Ravine area of Auburn as a result of new development.	2015	\$2,000,000	
	City of Colfax Department of Public Works		07-00	Colfax Gateway Project	Construct pedestrian and bicycle paths, sidewalks, park-and-ride lots, an "open air" museum, and landscaping near the Historic Freight Depot building.	2015	\$500,000	
	City of Colfax Dept of Public Works	PLA25235	07-00	SR 174	Intersection improvements: South Auburn Street & Central Avenue Includes signalization.	2015	\$600,000	
	City of Colfax Dept of Public Works	PLA25236	07-00	SR 174	Intersection improvements: South Auburn Street Includes signalization.	2015	\$400,502	
	City of Colfax Dept of Public Works	PLA25237	07-00	SR 174	Intersection improvements: South Auburn Street & WB I-80. Includes signalization.	2015	\$420,000	
	City of Colfax Dept of Public Works		07-00	Canyon Way	Intersection improvements at Canyon Way / I-80 overpass	2015	\$400,500	
	City of Colfax Dept of Public Works	PLA25245	07-00	Illinois Town-Plutes-Canyon Creek Loop Local Road	Construct: subdivision access road from Canyon Way, to east City limits, including construction of culvert at Bunch Creek. Federal permitting may be required as part of this project.	2015	\$2,400,000	
	City of Colfax Dept of Public Works	PLA20430	07-00	Rising Sun Road	Reconstruct & improve intersection at Ben Taylor Road, Church Street, & reconstruct Auburn Street from Grass Valley Street to SR. 174.	2015	\$1,453,500	
Bridges	City of Lincoln Dept of Public Works		07-00	Old Highway SR65 Bridge Replacement at Auburn Ravine	Reconstruct old SR65 Bridge over Auburn Ravine to provide 100 year flood capacity. Increase width to provide for combined bike lanes, NEV lanes and sidewalks. Bridge will include 2-12' northbound lanes, 1-12' southbound lane. Bridge will be approximately 280' in length. Eligible for HBP funding, however application has not been submitted.	2015	\$6,655,000	
	City of Lincoln Dept of Public Works	PLA18810	07-00	E. Joiner Pkwy.	Widen: 4 lanes from Twelve Bridges Drive to Rocklin city limits.	2015	\$450,000	
	City of Lincoln Dept of Public Works	PLA25161	07-00	12th Street	Widen: 4 lanes from East Avenue to Harrison Avenue	2015	\$487,000	
	City of Lincoln Dept of Public Works	PLA25162	07-00	McCourtney Road	Widen: 4 lanes from 12th Street to north Lincoln city limits.	2015	\$488,000	
	City of Lincoln Dept of Public Works		07-00	Old Highway 65 Bridge Replacement at Auburn Ravine	Reconstruct old SR65 Bridge over Auburn Ravine to provide 100 year flood capacity. Increase width to provide for combined bike lanes, NEV lanes and sidewalks. Bridge will include 2-12' northbound lanes, 1-12' southbound lane. Bridge will be approximately 280' in length. Eligible for HBP funding, however application has not been submitted.	2015	\$6,655,000	
	City of Roseville Dept of Public Works		07-00	UP Railyard Bicycle/Pedestrian Bridge	Construct a bicycle/pedestrian bridge to span the UP Railyard.	2015	\$4,000,000	
	City of Roseville Dept of Public Works	PLA19470	07-00	Woodcreek Oaks	Widen: 4 lanes from Caneyari Drive to North Branch of Pleasant Grove Ck.	2015	\$5,750,000	
	City of Roseville Dept of Public Works	PLA15690	07-00	City Way	Widen: 6 lanes (from 4) from Regency Street to Oak Ridge Drive	2015	\$2,000,000	
	City of Roseville Dept of Public Works	PLA25211	07-00	Galleria Boulevard	SR. 65 (Galleria Boulevard) Interchange at Brewer Road. & east/north to Baseline Road, west of Fiddymnt Road. SR. 65 left-turn lane (Phase II)	2015	\$4,000,000	
Transit Facility Equipment	Placer County Dept of Public Works	PLA18390	07-00	Dyer Pkwy.	Extend: 4 lanes west/north to Baseline Road, at Brewer Road. & east/north to Baseline Road, west of Fiddymnt Road.	2015	\$16,000,000	
	Placer County Transit	PCT10492	07-00	PCT Operations & Maintenance Facility	New office & maintenance building for PCT operations.	2015	\$5,000,000	
	Town of Loomis Dept of Public Works		07-00	King Road	Exp& Culvert: Sucker Ravine & King Road. Ancillary Road. work may be included. Federal permitting may also be required as part of this project.	2015	\$100,000	
	City of Rocklin Division of Engineering	PLA25279	07-00	Pacific Street	Widen: 6 lanes from SW of Sunset Boulevard to NE of Sunset Boulevard	2016	\$300,000	
	City of Lincoln Dept of Public Works	PLA18760	07-00	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Road. to Sterling Pkwy. (Includes SR. 65 / UPRR overcrossing)	2017	\$7,000,000	
	Town of Loomis Dept of Public Works	PLA15290	07-00	Boyington Road	Extend: 3 lanes from Horseshoe Bar Road. to King Road.	2017	\$2,000,000	
	Placer County Dept of Public Works	PLA20680	07-00	Baseline Road	Widen: 6 lanes (from 2) from Watt Avenue to Fiddymnt Road.	2018	\$8,870,000	
	Placer County Dept of Public Works	PLA20690	07-00	PFE Road	Widen: 4 lanes from North Antelope Road. to Roseville City Limits.	2018	\$1,514,700	
Road Widen	City of Lincoln Dept of Public Works	PLA18950	07-00	SR193 Widening	Widen: 4 lanes from Ferrari Ranch Road to Sierra College Boulevard.	2019	\$6,000,000	

CTC approved
\$30,968 HSP Train
Bond

		SACOG		SACOG		Planned Project List		Completion	Cost Estimate
Type	Lead Agency	Project ID	MTP	Project Title	Project Description	Year	(Current Year \$)		
Heavy Rail Capital	City of Lincoln Dept of Public Works	PLA20740	07-00	Airport Road	New road: 2 lanes from Weco Access Road. to Wise Road.	2019	\$5,500,000		
	City of Lincoln Dept of Public Works	PLA18630	07-00	Aviation Boulevard	New Road: 4 lanes from terminus 0.5 miles north of Venture Drive to Wise Road.	2019	\$4,000,000		
	City of Lincoln Dept of Public Works	PLA25304	07-00	Aviation Boulevard	Extend: 4 lanes from Venture Drive & Wise Road.	2019	\$15,000,000		
	City of Lincoln Dept of Public Works	PLA18910	07-00	Nicolaus Road	Widen: 4 lanes from Joiner Pkwy. to Joiner Park	2019	\$600,000		
	City of Lincoln Dept of Public Works	PLA25305	07-00	Oak Tree Extension	New road: 4 lane between Sierra College Boulevard & Wise Road. / SR. 65	2019	\$35,000,000		
	City of Lincoln Dept of Public Works	PLA25163	07-00	Virgintown Road	Widen: 4 lanes from McCourtney Road. to east Lincoln city limits	2019	\$502,000		
	City of Roseville Dept of Public Works	PLA15740	07-00	Galleria Boulevard	Widen: 6 lanes from Berry to Roseville Pkwy.	2019	\$1,500,000		
	City of Roseville Dept of Public Works	PLA15810	07-00	Roseville Pkwy.	Extend: 4 lanes from Washington Boulevard to Foothills Boulevard	2019	\$6,000,000		
	Caltrans District 3	CAL18799	07-00	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	2020	\$30,000,000		
	City of Lincoln Dept of Public Works	PLA25166	07-00	Twelve Bridges Drive	Widen: 6 lanes from SR. 65 Interchange to Lincoln Pkwy. (Includes interchange improvements)	2020	\$2,252,000		
	City of Rocklin Division of Engineering	PLA25154	07-00	Rocklin Road.	Extend: 2 lanes from current west terminus to South Whitney Boulevard	2020	\$1,641,600		
	City of Rocklin Division of Engineering	PLA19401	07-00	Rocklin Road	Widen: 6 lanes from Agullar Road / eastbound I-80 on-ramps to west of Sierra College Boulevard	2020	\$1,600,000		
	City of Rocklin Division of Engineering	PLA25275	07-00	Rocklin Road	Extend: 2 lanes from current western terminus to Whitney Boulevard (Phase II)	2020	\$1,400,000		
	City of Roseville Dept of Public Works	PLA25318	07-00	Dry Creek	Bikeway Trail: from Darling Way. to western Roseville City limits along Dry Creek.	2020	\$5,500,000		
	City of Roseville Dept of Public Works	PLA15890	07-00	Sunrise Avenue	Widen: 6 lanes from Sacramento County line to Madden Lane.	2020	\$5,000,000		
	City of Roseville Dept of Public Works	PLA15910	07-00	Taylor Road	Widen: 4 lanes from Roseville Pkwy. to I-80.	2020	\$521,157		
	City of Roseville Dept of Public Works	PLA15911	07-00	Taylor Road	Widen: 4 lanes from I-80 to City Limits.	2020	\$4,000,000		
	City of Roseville Dept of Public Works	PLA25344	07-00	Blue Oaks	Widen: 6 lanes (from 4) from Foothill to Crocker Ranch Road. & from 1300' W/O Fiddlyment to Westside	2020	\$11,000,000		
	City of Roseville Dept of Public Works		07-00	Foothills Boulevard	Widen: 6 lanes from Cirby to Misty Wood (just N/O Pleasant Grove Boulevard).	2020	\$23,900,000		
	Placer County Dept of Public Works	PLA25127	07-00	Baseline Road	Widen from 4 to 6 lanes from Watt Avenue to Sutter County Line (Western Portion). Adjacent to SR. 49 between I-80 & Dry Creek Road. - three new Local connector roads: 1) Quartz Drive Connector from SR. 49 to Locksley Lane. 2) Willow Creek Drive Connector from SR. 49 to 1st Street in Dewit Center. & 3) Edgewood Road. Connector from SR. 49 to Alta Mesa Drive (City of Auburn) - state & Local funding only.	2020	\$12,000,000		
	Placer County Dept of Public Works	PLA20350	07-00	Auburn Connector Roads	I-80 / Bell Road. interchange: Capacity & operational improvements	2020	\$3,671,000		
	Placer County Dept of Public Works	PLA25134	07-00	Bell Avenue		2020	\$3,000,000		
	Placer County Dept of Public Works		07-00	Lincoln Way	Widen from 2 to 4 lanes from Russell Rd. to Ferguson Rd. Commuter rail station improvements & parking, right-of-way acquisition, trackwork & signals, grade crossing improvements, Placer County pro-rata share of maintenance facilities, rolling stock, other systemwide elements. Potential new stations: Bowman & Loomis.	2020	\$484,000		
	Placer County Transportation Planning Agency	PLA19090	07-00	Placer County - Regional Rail Capital	Exp/ Replace Culvert: along Antelope Creek at King Road., from Sierra College Boulevard to Vet Clinic. Ancillary Road. work may be included.	2020	\$45,510,000		
	Town of Loomis Dept of Public Works	PLA25278	07-00	Antelope Creek	Widen to standard lane widths with the inclusion of bike lanes.	2020	\$2,100,000		
	Town of Loomis Dept of Public Works	PLA25260	07-00	Barton Road	Bridge Replacement: at Secret Ravine & Brace Road. Ancillary Road. work may be included.	2020	\$500,000		
	Town of Loomis Dept of Public Works	PLA25277	07-00	Brace Road	Signalize intersection. Realign two existing intersections at the Location into one intersection, including related signalization improvements.	2020	\$600,000		
	Town of Loomis Dept of Public Works	PLA25258	07-00	Brace Road. / Horseshoe Bar Road	Local Road. Storm drainage Extension: In Loomis, extend Local Road. storm Drainage facility in the South Holly area. Ancillary Road. work may be included. Federal permitting may also be required as part of this project.	2020	\$400,000		
	Town of Loomis Dept of Public Works	PLA25274	07-00	S. Holly Area	Culvert Expansion: In Loomis, at Loomis Tributary & Sierra College Boulevard Ancillary Road. work may be included.	2020	\$400,000		
	Town of Loomis Dept of Public Works	PLA25280	07-00	Sierra College Boulevard	Local Road. Storm Drainage Upgrade: In Loomis, upgrade the Local Road. network storm Drainage facilities in the Sunrise-Loomis subdivision. Ancillary Road. work may be included. Federal permitting may also be required as part of this project.	2020	\$500,000		
	Town of Loomis Dept of Public Works	PLA25276	07-00	Sunrise-Loomis Subdivision	Widen to four lanes from Lincoln Bypass to Nicolas Road.	2021	\$6,000,000		
	City of Lincoln Dept of Public Works	PLA25303	07-00	Fiddlyment Road	Widen: 4 lanes from East Catlett to Nicolaus Road.	2022	\$20,000,000		
	City of Roseville Dept of Public Works	PLA15830	07-00	Roseville Pkwy.	Widen: 4 lanes from City Limits to Sierra College Boulevard	2022	\$850,000		
	Placer County Dept of Public Works		07-00	New Road	Construct a new 2-lane road between Kemper Rd. and Mt. Vernon Rd.	2022	\$1,300,000		
	City of Lincoln Dept of Public Works	PLA20780	07-00	Gladding Pkwy.	New road: 2 lanes from Nicolaus Road. to East Avenue Includes overpass over UPRR & SR. 65 & connection to 12th Street	2024	\$23,000,000		
	City of Lincoln Dept of Public Works	PLA25164	07-00	Joiner Pkwy.	Widen: 6 lanes from Nicolaus Road. to Ferrari Ranch Road.	2024	\$3,440,000		
	City of Lincoln Dept of Public Works	PLA20760	07-00	Venture Drive	Widen: 4 lanes from Aviation Boulevard to Lakeside Drive	2024	\$900,000		
	Caltrans District 3	SR267	07-00	SR267 Widening	In eastern Placer County, widen SR267 from 2 lanes to 4 lanes from Nevada County line to Northstar Drive.	2025	\$10,000,000		
	City of Colfax Dept of Public Works	PLA20450	07-00	Bicycle Improvements	Bicycle Path Network: Develop throughout Colfax, connecting to major transportation centers.	2025	\$1,000,000		
	Placer County Dept of Public Works	PLA25136	07-00	Northstar Drive	Widen: 4 lanes from SR267 to Sawmill Flat Road (near Truckee)	2025	\$3,234,300		
	Town of Loomis Dept of Public Works	PLA25259	07-00	Brace Road	Widen to standard lane widths with the inclusion of bike lanes.	2025	\$1,000,000		
	Town of Loomis Dept of Public Works	PLA25261	07-00	I-80	Brace Road. Bridge Modification (To Caltrans standards).	2025	\$10,000,000		
	Town of Loomis Dept of Public Works	PLA25262	07-00	King Road	Modify the existing King Road. overcrossing to accommodate freeway access for traffic from King Road. onto WB I-80. Provide a transition auxiliary lane on I-80 from King Road. to Horseshoe Bar interchange.	2025	\$5,000,000		
	Town of Loomis Dept of Public Works	PLA20510	07-00	Sierra College Boulevard	New: 4 lane undercrossing at UPRR Crossing & Sierra College Boulevard	2025	\$30,000,000		
	Town of Loomis Dept of Public Works	PLA25269	07-00	Taylor Road	Construct storm Drainage facility on Taylor Road. from King Road. to Sierra College Boulevard Ancillary Road. work may be included. Federal permitting may also be required as part of this project. Phase 1 is King Road. to Walnut Street, \$800,000.	2025	\$2,300,000		
City of Lincoln Dept of Public Works	PLA25310	07-00	Wise Road	Realignment & overcrossing between SR65 Lincoln Bypass & existing SR65.	2026	\$60,000,000			
City of Colfax Dept of Public Works	PLA25146	07-00	S. Auburn Street	Grade Crossing between Tokayana & South Auburn Street	2027	\$3,000,000			
Placer County Dept of Public Works		07-00	Indian Hill Road	Widen from 2 to 4 lanes from Auburn City Limits to Newcastle.	2027	\$8,000,000			
Placer County Dept of Public Works		07-00	SR 49	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	2027	\$10,000,000			
Placer County Dept of Public Works		07-00	SR 49	Widen from 4 lanes to 6 lanes from Bell Road to Dry Creek Road.	2027	\$10,000,000			
Tahoe Area Regional Transit	PCT10490	07-00	TART Operations	TART operations (lump sum) on SR89 & SR267 corridors within Placer County/SACOG region.	2030	\$22,000,000			

Planned Project List												
Type	Lead Agency	SACOG Project ID	SACOG MTP	Project Title	Project Description	Completion Year	Cost Estimate (Current Year \$)					
	Town of Loomis Dept of Public Works	PLA25263	07-00	Secret Ravine	Bike/Pedestrian Pathway: In Loomis, construct Class I bike & pedestrian facility along Secret Ravine creek system from north Town limits of Loomis to south Town limits of Loomis.	2030					\$600,000	
	Town of Loomis Dept of Public Works	PLA25264	07-00	Antelope Creek	Bike/Pedestrian Pathway: In Loomis, construct Class I bike & pedestrian facility along Antelope Creek. Federal permitting may be required as part of this project.	2030					\$500,000	
Road Widen	South Placer Regional Transportation Authority Caltrans District 3	CAL18796	07-00	SR65 HOV Lanes Project I-80 HOV Lanes East of SR65	SR65 HOV Lanes Project area: 6.5 miles of SR 65 from the Galleria Boulevard interchange to the Industrial Avenue interchange. The proposed project improvements include: preconstruction activities (PA&E, PS&E, R/W support and construction support) for all phases of project; and construction of HOV lanes on SR65 from the end of the proposed lanes of the I-80/SR 65 Interchange Modification Project to the Industrial Avenue interchange, which is currently under construction.	2033 2035					\$109,270,000 \$200,000,000	
	City of Colusa Dept of Public Works		07-00	SR 174	New HOV lanes - one each direction - on I-80 from SR65 east to SR49.	2035					\$3,000,000	
	City of Lincoln Dept of Public Works	PLA25315	07-00	Village 1-7, SUD A-C Local streets	Unspecified operational improvements at SR, 174 & I-80	2035					\$118,000,000	
	Placer County Dept of Public Works		07-00	16th Street	Local roads for various villages & SUD including enhancements	2035					\$7,500,000	
					New: 4 lanes from Sacramento/Placer County Line to Baseline Road.	2035					\$7,500,000	
Regional Transit: Conventional Bus	Placer County Transportation Planning Agency	PLA25292	07-00	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route bus rapid transit (BRT) system serving South Placer County: including planning & engineering & environmental studies, right-of-way acquisition, vehicles, related roadway improvements & signalization, park-&-ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1 - CSUS Placer to Galleria to Wait/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer Campus to Placer Vineyards to Wait/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	2035					\$82,526,000	
Interchange	South Placer Regional Transportation Authority			SR65/I-80 Interchange Modification	Project area: 3.3 mile of I-80 between Miners Ravine Bridge and approximately 0.2 mile west of Rocklin Road and 2.1 miles of SR65 between I-80 Junction and approximately 1 mile to the north of Galleria Boulevard. The proposed project improvements include: (1) construction of a 2-lane bi-directional HOV direct connector on eastbound I-80 to northbound SR65 and southbound SR65 to westbound I-80; (2) replacement of the eastbound I-80 to northbound SR65 loop connector with a 3-lane flyover ramp; (3) ramp widening and additional lane at the southbound SR65 on-ramp from Galleria Boulevard; (4) connector widening with associated auxiliary lane at the westbound I-80 to northbound SR65 connector; (5) reconstruction and widening of the southbound SR65 to eastbound I-80 connector flyover; (6) widening of I-80 and SR65 and associated ramp realignments at Eureka Road, Taylor Road and Galleria Boulevard; (7) widening the East Roseville Viaduct; (8) replacement of the Taylor Road Overcrossing to accommodate widening I-80; (9) construction of HOV lanes on SR65 from the I-80/SR 65 interchange past the	2035	\$250,000,000	Annualized Cost	2010-2015	2016-2024	2025-2035	
Heavy Rail Capital	Capitol Corridor Joint Powers Authority		07-00	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis	2010-2035	\$120,720,000	\$4,643,077	\$27,858,462	\$41,787,692	\$51,073,846	\$120,720,000
Heavy Rail Operating	Capitol Corridor Joint Powers Authority		07-00	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California Caltrans Division of Rail.	2010-2035	\$728,000,000	\$28,000,000	\$168,000,000	\$252,000,000	\$308,000,000	\$728,000,000
Local Community Transit	Placer County Transportation Planning Agency		07-00	Demand Response Bus Operations & Maintenance	Lump-sum for DAR operations & maintenance between 2010-2035.	2010-2035	\$200,381,363	\$7,706,976	\$46,241,853	\$69,362,780	\$84,776,731	\$200,381,363
Local Community Transit	Placer County Transportation Planning Agency		07-00	Demand Response Bus Replacement & Expansion Vehicles	Lump-sum for DAR vehicles between 2010-2035.	2010-2035	\$40,203,000	\$1,546,269	\$9,277,615	\$13,916,423	\$17,008,962	\$40,203,000
Local Community Transit	Placer County Transportation Planning Agency	PLA25314	07-00	Fixed Route Bus Capital, Operations & Maintenance	Lump-sum for fixed-route bus capital, operations & maintenance between 2010-2035.	2010-2035	\$777,652,584	\$29,909,715	\$179,458,289	\$269,187,433	\$329,006,862	\$777,652,584
Local Community Transit	Placer County Transportation Planning Agency		07-00	Fixed Route Bus Replacement & Expansion Vehicles	Lump-sum for bus vehicles between 2010-2035.	2010-2035	\$151,703,900	\$5,834,765	\$35,008,592	\$52,512,888	\$64,182,419	\$151,703,900
Regional Transit: Conventional Bus	Placer County Transportation Planning Agency	PLA25294	07-00	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) cost (\$5,704,000) specifically for a three route BRT system for fiscal years 2010 - 2035 for a TBD transit operator.	2010-2035	\$142,600,000	\$5,484,615	\$32,907,692	\$49,361,538	\$60,330,769	\$142,600,000
Administration	Placer County Transportation Planning Agency	PLA25302	07-00	OWP Administration (2011-2035)	PCTPA portion of Overall Work Program (OWP) administrative costs. Annual administrative cost approximately \$34,133.	2011-2035	\$853,325	\$34,133	\$170,665	\$307,197	\$375,463	\$853,325
Transportation Demand Management	Placer County Transportation Planning Agency	PLA25140	07-00	Congestion Management Program (CMP) activities (2011-2035)	Congestion Management Program activities for educational & outreach to reduce traffic congestion & Drive alone auto trip making in Placer County. Both City of Roseville & PCTPA are implementing agencies.	2011-2035	\$2,500,000	\$100,000	\$500,000	\$900,000	\$1,100,000	\$2,500,000
Local Community Transit	City of Lincoln Dept of Public Works		07-00	Lincoln Transit Operating Assistance	In Lincoln: operating funds for Lincoln Transit.	2013-2035	\$20,265,000	\$881,087	\$2,843,261	\$7,929,783	\$9,891,957	\$20,265,000
Local Community Transit	Placer County Transportation Planning Agency	PLA19760	07-00	Placer County - CTSA Capital (2013-2035)	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for TBD designated CTSA operating in Placer County; including vehicles, miscellaneous capital items & facilities expansion.	2013-2035	\$71,811,000	\$3,122,217	\$9,366,652	\$28,099,957	\$34,344,391	\$71,811,000
Local Community Transit	Placer County Transportation Planning Agency	PLA25300	07-00	Placer County - Local Bus Service O&M (2013-2035)	Annual operation & maintenance (O&M) costs of Local fixed route bus, commuter / express bus, general public dial-a-ride services for a TBD transit operator serving Placer County & cities for fiscal years 2013-2035. Estimated annual O&M cost = \$18,832,545.	2013-2035	\$414,316,000	\$18,013,739	\$54,041,217	\$162,123,652	\$198,151,130	\$414,316,000
Planning & Programming	Placer County Transportation Planning Agency	PLA25139	07-00	Plan, Program & Monitor (PPM)	PCTPA PPM related activities.	2013-2035	\$2,625,000	\$114,130	\$342,391	\$1,027,174	\$1,255,435	\$2,625,000
Local Community Transit	Western Placer CTSA	PLA25250	07-00	Placer County - CTSA O&M (2013-2035)	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complementary ADA dial-a-ride services for a TBD designated CTSA of Placer County serving Placer County & cities for fiscal years 2013-2035. Estimated annual O&M cost	2013-2035	\$36,538,000	\$1,588,609	\$4,765,826	\$14,297,478	\$17,474,696	\$36,538,000
					Total		\$70,562,516	\$962,813,995	\$1,176,772,661			\$2,710,169,172
					2010-2015			\$1,099,988,018				
					2016-2024			\$1,268,670,452				
					2025-2035			\$2,123,702,961				
					Total			\$4,492,361,431				\$4,993,761,431

Source:
1. Appendix A1 - Draft Final MTP 2035 Public Transit Including Rail Projects & Appendix A2 - Draft Final MTP 2035 Bicycle, Pedestrian, Roads, & Other Projects, excel project list dated 9/24/09.
2. Capitol Corridor Proposition 1A Improvement Program Preliminary Draft, CCJPA, February 2010.
3. 2027 RTP, PCTPA, September 2005.
4. Memorandum: Adoption of the Proposition 1A High Speed Passenger Train Program of Projects, CTC, May 2010.
Notes:
1. Planned projects are included in PCTPA's 2027 RTP and / or SACOG's MTP 2035 and are unfunded at the present time.
2. Updates to the project list provided by PCTPA TAC, February 2010; subsequent updates by TAC members through June 2010.



Appendix C

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Supplemental Environmental Impact Report (SEIR), specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP.



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AESTHETICS							
AES-1(a). Reduce Visibility of Construction Staging Areas and Re-vegetate Exposed Earth Surfaces	Implement typical mitigation measures used to minimize short term visual impacts, including reducing the visibility of construction staging areas where possible, by fencing and screening these areas with low contrast materials consistent with the surrounding environment. Re-vegetate graded slopes and exposed earth surfaces at the earliest opportunity.	During environmental review; during earth-moving activities	Once during plan review; periodically during construction	Local jurisdiction			
AES-1(b). Determine Specific Visual Effects Associated with Proposed Improvement Projects	Consistent with mitigation measures set forth in the <i>Draft Supplemental Program Environmental Impact Report for the 2027 Regional Transportation Plan</i> , within Placer County, complete further study of the specific visual effects from projects along Interstate 80 near Emigrant Gap and implement appropriate project specific mitigation measures to reduce any identified impacts.	During individual environmental review	Once	Local jurisdiction			
AES-2. Implement Applicable Local Policies and Standard Measures to Protect Scenic Vistas, Scenic Resources and Visual Character	Ensure consistency with established policies and adopted mitigation measures set forth by local jurisdictions in general plans and in the environmental impact reports for those general plans that collectively protect the important elements	During individual environmental review	Once	Local jurisdiction			



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	of scenic vistas, including scenic resources, and the visual character of an area.						
AES-3. Design Projects to be Visually Compatible with Surrounding Areas	Design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design projects to minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.	During individual environmental review	Once	Local jurisdiction			
AES-4. Develop Design Guidelines that Make Project Elements Visually Compatible with Surrounding Areas	<p>Develop design guidelines for each type of transportation facility to ensure that elements of proposed facilities are visually compatible with surrounding areas. Visual design guidelines will, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods will be employed whenever possible.</p> <ul style="list-style-type: none"> • Transportation systems should be designed in a manner where the surrounding landscape dominates. • Transportation systems should be developed to be compatible with the surrounding environment (e.g., colors and materials of construction material). • If exotic vegetation is used, it should be used as screening and landscaping that blends in and complements the natural landscape. • Trees bordering highways should remain or be replaced in-kind, so that clear-cutting is not evident. 	During individual environmental review	Once	Local jurisdiction			



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	<ul style="list-style-type: none"> Grading should blend with the adjacent landforms and topography. New slopes and embankments should be landscaped with compatible grasses, shrubs, and trees to soften cuts and edges. 						
AES-5. Plant Trees along Transportation Corridors to Reduce Sun Glare	Plant trees along transportation corridors to reduce glare from the sun. Tree species chosen shall be able to provide significant shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning. Planting trees along transportation corridors could also assist with reducing the effects of carbon dioxide emissions from mobile sources.	During individual environmental review	Once	Local jurisdiction			
AES-6. Design Structures to Avoid or Reduce Impacts Resulting from Glare	For projects that would introduce a new source of light and/or glare, require the design of proposed structures and facilities to reduce or avoid impacts resulting from glare, due to the use of reflective materials, such as metal. Measures employed shall include the use of non-reflective materials, such as paint, vegetative screening, matte finish coatings, and masonry. Project designs shall be submitted to any applicable design review committees and shall implement their recommendations.	During individual environmental review	Once	Local jurisdiction			
AES-7. Design Lighting to Meet Minimum Safety and Security Standards	Incorporate lighting design specifications to meet minimum safety and security standards where lighting is required or proposed. Incorporate the following standards into lighting plans to reduce the impact of introduced light and glare, as applicable:	During individual environmental review	Once	Local jurisdiction			



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	<ul style="list-style-type: none"> Luminaries should be fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally should not be used. Luminaries should be directed away from habitat and open space areas adjacent to the project site. Luminaries should provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color-corrected should not be used. Intensity will be approximately 10 lux for roadway intersections. For pole lighting, luminary mountings should be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings should have non-glare finishes. 						
AES-8. Construct Soundwalls to Complement the Surrounding Landscape	Construct sound walls of materials whose color and texture complements the surrounding landscape and development. Use color, texture, and alternating facades to “break up” large facades and provide visual interest.	During individual environmental review	Once	Local jurisdiction			
AES-9. Include Landscaping for Soundwalls to Complement the Landscape of Surrounding Areas	Landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas, as space allows.	During individual environmental review	Once	Local jurisdiction			



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AGRICULTURAL RESOURCES							
AG-1. Develop Rural-Urban Connections Strategy and Create Best Practices Toolkit	<p>Within 3 years of adoption of the MTP 2035, SACOG shall develop a Rural-Urban Connections Strategy, to expand on and help to support implementation of, the Blueprint growth strategy and the MTP. The Rural-Urban Connections Strategy will utilize state-of-the-practice data collection, modeling, research and participation practices to develop a toolkit of best practices to promote land use practices in rural areas that are economically viable for land owners and local governments and environmentally sustainable. Issues to be addressed include, but are not limited, to: agricultural practices, natural resource protection, development practices that support agricultural and natural resource values, infrastructure needs in rural areas, energy production, and methods to promote jobs-housing balance (with a specific emphasis on effective jobs-generating practices in appropriate areas.) The toolkit of best practices will include assessment of vehicle miles traveled and air emissions, including greenhouse gases. Building on local conservation efforts, the strategy will identify areas where mitigation for development should be directed to maximize the benefit of such acquisitions. Another important outcome will be the identification of environmental services, such as flood control, groundwater recharge, and carbon sequestration, which are enhanced through a comprehensive approach to urban and rural planning. It is anticipated</p>	During individual environmental review	Once	Local jurisdiction			



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	<p>that the Rural-Urban Connections Strategy effort will be completed within 3 years.</p> <p>At the project level, the extent of Impact AG-1 will depend on the final design of each transportation improvement and on the project-specific analysis required by CEQA to determine the importance of the farmland to be converted. When implementing agencies conduct project-level review, mitigation measures AG-2 and AG-3 should be considered.</p>						
<p>AG-2. Evaluate the Potential for Direct Farmland Conversion at the Project Level and Avoid, Minimize, and Compensate for Loss of Farmland</p>	<p>For projects included in MTP 2035, project implementing agencies shall evaluate the environmental significance of potential farmland conversion impacts at the project level using the California Agricultural Land Evaluation and Site Assessment Model, which was developed by DOC's Division of Land Resource Protection to provide lead agencies with a systematic and objective method for evaluating the potential impacts of proposed projects on agricultural resources. Project proponents shall implement the following measures to reduce impacts to significant farmland:</p> <ul style="list-style-type: none"> • design the proposed MTP 2035 projects to avoid or minimize the direct conversion of Important Farmland to nonagricultural uses, and • compensate for unavoidable Important Farmland conversion impacts by: <ul style="list-style-type: none"> ○ enrolling offsite agricultural lands under Williamson Act contracts, ○ protecting productive offsite agricultural land subject to 	<p>During individual environmental review</p>	<p>Once</p>	<p>Local jurisdiction</p>			



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	<p>conversion through the purchase or transfer of its development rights, or making agricultural improvements on “potential prime agricultural lands” identified by local jurisdictions.</p> <ul style="list-style-type: none"> o pay the project-specific mitigation fee as required by local jurisdictions. 						
AG-3. Identify Open Spaces Areas to be Preserved through Dedication or Fee Payment	For projects included in the MTP 2035, project implementation agencies shall identify open space areas that could be preserved and shall include mitigation measures (such as dedication or payment of in-lieu fees as required by local jurisdictions) for the loss of open space.	During individual environmental review	Once	Local jurisdiction			
AG-4. Obtain Appropriate Permits, and Minimize Impacts of Agricultural Zoning Conflicts	Evaluate the project’s potential to create any agricultural zoning conflicts in the proposed project area. If the proposed project significantly conflicts with current zoning, obtain necessary permits in order to minimize agricultural zoning impacts.	During individual environmental review	Once	Local jurisdiction			
AG-5. Design Project Improvements to Minimize Impacts on Open Space and Agriculture	Design improvements to minimize the amount of open space conversion. Design measures may include, but are not limited to, reducing the proposed roadway width or realigning the improvement to avoid open space and agricultural lands. Lands with significant economic, scenic, or local value, such as Prime Farmland, will be avoided when feasible.	During individual environmental review	Once	Local jurisdiction			
AIR QUALITY							
AIR-2. Conduct CO and PM10 Hotspot Analyses	Ensure that all possible alternatives are explored so as to reduce or eliminate the exposure of sensitive receptors (such as schools, hospitals or nursing homes) to	During individual environmental review	Once	Local jurisdiction			



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	elevated concentrations of potentially substantial pollutant concentrations. In designing the individual projects, reduce or alleviate these concentrations implementing improvements identified as part of the environmental review of an individual improvement project. Conduct CO and PM ₁₀ hotspots analyses consistent with Caltrans and FHWA requirements in areas designated as non-attainment or maintenance areas for CO and PM ₁₀ . The CO and PM ₁₀ hot-spot analyses must demonstrate that a project would not cause or contribute to violations of the CO and PM ₁₀ ambient standards.						
AIR-3. Conduct Mobile Source Air Toxics Analyses	Ensure that all possible alternatives are explored so as to reduce or eliminate the exposure of sensitive receptors (such as schools, hospitals or nursing homes) to elevated concentrations of potentially substantial MSAT pollutant concentrations. In designing the individual projects, project proponents shall reduce or alleviate these concentrations implementing improvements identified as part of the environmental review of an individual improvement project. Conduct MSAT analyses consistent with Caltrans and FHWA requirements to ensure that potential MSAT impacts are reduced to a less than significant level.	During individual environmental review	Once	Local jurisdiction			
AIR-4. Implement Construction Activity Mitigations and Provide Documentation of Compliance	Ensure implementation of mitigation measures to reduce PM ₁₀ and NO _x emissions from construction sites, including: <ul style="list-style-type: none"> • Maintain on-site truck loading zones 	During environmental review; during construction activity	Once during plan review; periodically during construction	Local jurisdiction			



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	<ul style="list-style-type: none"> • Configure on-site construction parking to minimize traffic interference and to ensure emergency vehicle access • Provide temporary traffic control during all phases of construction activities to improve traffic flow. • Use best efforts to minimize truck idling to not more than two minutes during construction • Apply non-toxic soil stabilizers (according to manufacturers' specifications) to all inactive construction areas. • During construction, replace ground cover in disturbed areas as quickly as possible. • During construction, enclose, cover, water twice daily or apply non-toxic soil binders (according to manufacturers' specifications) to exposed piles with 5 percent or greater silt content and to all unpaved parking or staging areas or unpaved road surfaces. • During the period of construction, install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each tip. • During the period of construction, assure that traffic speeds on all unpaved roads be reduced to 15 mph or less. • Pave all construction access roads at least 100 feet on to the site from permanent roadways. • Cover all haul trucks. 						



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	<ul style="list-style-type: none"> On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. Avoid project designs requiring significant amounts of material, such as excavated soil and construction debris, to be transported from the site to disposal facilities. Employ a balanced cut/fill ration on construction sites, thus reducing haultruck trip emissions. 						
BIOLOGICAL RESOURCES							
BIO-1. Document Special-Status Plant Populations	<p>Retain a qualified botanist to document the presence or absence of special-status plants before project implementation. Implement the following steps to document special status plants:</p> <ul style="list-style-type: none"> Review Existing Information. The botanist shall review existing information to develop a list of special-status plants that could grow in the specific project area. Sources of information consulted shall include DFG's CNDDDB, previously prepared environmental documents, city and county general plans, HCPs and NCCPs, and the CNPS electronic inventory. Coordinate with Agencies. The botanist shall coordinate with the appropriate agencies (DFG, USFWS, Caltrans) to discuss botanical resource issues and determine the appropriate level of surveys necessary to 	During individual environmental review	Once	Local jurisdiction			



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	<p>document special-status plants.</p> <ul style="list-style-type: none"> • Conduct Field Studies. The botanist shall evaluate existing habitat conditions for each project and determine what level of botanical surveys may be required. The type of botanical survey shall depend on species richness, habitat type and quality, and the probability of special-status species occurring in a particular habitat type. Depending on these factors and the proposed construction activity, one or a combination of the following levels of survey may be required: • Habitat Assessment. A habitat assessment will be conducted to determine whether suitable habitat is present. This type of assessment can be conducted at any time of year and is used to assess and characterize habitat conditions and determine whether return surveys are necessary. If no suitable habitat is present, no additional surveys shall be required. • Species-Focused Surveys. Species-focused surveys (or target species surveys) shall be conducted if suitable habitat is present for special-status plants. The surveys shall focus on special-status plants that could grow in the region, and would be conducted during a period when the target species are evident and identifiable. • Floristic Protocol-Level Surveys. Floristic surveys that follow the CNPS Botanical Survey Guidelines shall be conducted in areas that are relatively 						



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	<p>undisturbed and/or have a moderate to high potential to support special-status plants. The CNPS Botanical Survey Guidelines require that all species be identified to the level necessary to determine whether they qualify as special-status plants, or are plant species with unusual or significant range extensions. The guidelines also require that field surveys be conducted when special-status plants that could occur in the area are evident and identifiable. To account for different special-status plant identification periods, one or more series of field surveys may be required in spring and summer months.</p> <ul style="list-style-type: none"> Special-status plant populations identified during the field surveys shall be mapped and documented as part of CEQA and NEPA process, as applicable. 						
<p>BIO-2. Avoid or Minimize Impacts on Special-Status Plant Populations by Redesigning the Project, Protecting Special-Status Plant Populations, and Developing a Transplantation Plan (If Necessary and Approved by Resource Agencies)</p>	<p>If special-status plants are identified in their project area, the proponents of specific projects in the MTP 2035 shall implement the following measures to avoid and minimize impacts on special-status plants:</p> <ul style="list-style-type: none"> Redesign or modify their project to avoid direct and indirect impacts on special status plants, if feasible. Protect special-status plants near their project site by installing environmentally sensitive area fencing (orange construction barrier fencing) around special-status plant 	<p>During individual environmental review</p>	<p>Once</p>	<p>Local jurisdiction</p>			



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	<p>populations. The environmentally sensitive area fencing shall be installed at least 20 feet from the edge of the population. The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the fenced environmentally sensitive area.</p> <ul style="list-style-type: none"> • Coordinate with the appropriate resource agencies and local experts to determine whether transplantation is feasible. If the agencies concur that transplantation is a feasible mitigation measure, the botanist shall develop and implement a transplantation plan through coordination with the appropriate agencies. The special-status plant transplantation plan shall involve identifying a suitable transplant site; moving the plant material and seed bank to the transplant site; collecting seed material and propagating it in a nursery; and monitoring the transplant sites to document recruitment and survival rates. 						
BIO-3. Conduct a Noxious Weed Survey and Document Noxious Weed Infestation	Retain a qualified botanist to address noxious weed impacts. The botanist shall determine whether noxious weeds are an issue for the project and whether they could displace native plants and natural habitats, affect the quality of forage on	During individual environmental review	Once	Local jurisdiction			



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	<p>rangelands, or affect cropland productivity. If the botanist determines that noxious weeds are an issue, the project proponent shall review the County Agricultural Commission's noxious weed list, California Department of Food and Agriculture's A, B, and C lists of noxious weeds, and California Exotic Pest Plant Council's list of pest plants of ecological concern. These lists shall be used to identify weeds that shall be targeted during field surveys by the botanist. Surveys shall focus on target weed species that are considered locally important for documentation and control purposes.</p> <p>If noxious weed infestations are located during the field surveys, they shall be mapped and documented in the CEQA and NEPA documentation, as applicable. The project proponent shall implement Mitigation Measure BIO-4 to avoid the dispersal of noxious weeds into un-infested areas.</p>						
BIO-4. Avoid the Dispersal of Noxious Weeds into Uninfested Areas	<p>If noxious weeds infestations are identified in site-specific project areas, to avoid their introduction or spread into un-infested areas, the proponents of specific projects in the MTP 2035 shall incorporate the following measures into their project plans and specifications:</p> <ul style="list-style-type: none"> • Use certified, weed-free, imported erosion-control materials (or rice straw in upland areas). • Coordinate with the applicable County Agricultural Commissioner and land management agencies to ensure that 	During individual environmental review	Once	Local jurisdiction			



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	<p>the appropriate best management practices (BMPs) are implemented.</p> <ul style="list-style-type: none"> Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weeds. Clean equipment at designated wash stations after leaving noxious weed infestation areas. 						
BIO-5. Identify and Document Riparian Habitat	Retain a qualified biologist to document the location, type, extent, and habitat functions and values for riparian communities that occur in the site-specific project area and could be affected by their project. This information shall be mapped and documented as part of CEQA and NEPA documentation, as applicable.	During individual environmental review	Once	Local jurisdiction			
BIO-6. Avoid and Minimize Disturbance of Riparian Communities	<p>If riparian communities are present in the project area, avoid or minimize impacts on riparian communities by implementing the following measures:</p> <ul style="list-style-type: none"> Redesign or modify the project to avoid direct and indirect impacts on riparian communities, if feasible. Protect riparian communities near the project site by installing environmentally sensitive area fencing at least 20 feet from the edge of the riparian vegetation. Depending on site-specific conditions, this buffer may be narrower or wider than 20 feet. The location of the fencing shall be marked 	During individual environmental review	Once	Local jurisdiction			



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	<ul style="list-style-type: none"> in the field with stakes and flagging and shown on the construction drawings. The construction specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the fenced environmentally sensitive area. Minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire shrub. Shrub vegetation shall be cut at least 1 foot above ground level to leave the root systems intact and allow for more rapid regeneration of the species. Cutting shall be limited to a minimum area necessary within the construction zone. This type of removal shall be allowed only for shrub species (all trees shall be avoided) in areas that do not provide habitat for sensitive species (e.g., willow flycatcher). To protect migratory birds, no woody riparian vegetation shall be allowed beginning March 15 and ending September 15, as required under the Migratory Bird Treaty Act. 						
BIO-7. Compensate for the loss of Riparian Community	If riparian vegetation is removed as part of their project, compensate for the loss of riparian vegetation to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state and federal agencies (including DFG, USFWS, the Corps, and NMFS). Compensation shall be	During individual environmental review	Once	Local jurisdiction			



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	provided at a minimum 1:1 ratio (1 acre restored or created for every 1 acre removed) and may be a combination of onsite restoration/creation, off-site restoration, or mitigation credits. Develop a restoration and monitoring plan that describes how riparian habitat shall be enhanced or recreated and monitored over a minimum period of time, as determined by the appropriate state and federal agencies. Implement the restoration and monitoring plan.						
BIO-8. Identify and Delineate Waters of the United States (Including Jurisdictional and Isolated Wetlands)	<p>Retain a qualified wetlands ecologist to identify areas that could qualify as waters of the United States, including jurisdictional and isolated wetlands. Wetlands shall be identified using both the Corps' and USFWS/DFG definitions of wetlands. Corps jurisdictional wetlands shall be delineated using the methods outlined in the Corps 1987 Wetlands Delineation Manual and the Arid West Manual. The jurisdictional boundary for other waters of the United States shall be identified based on:</p> <p>The shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area (33 CFR 328.3[e]).</p> <p>This information shall be mapped and</p>	During individual environmental review	Once	Local jurisdiction			



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	documented as part of the CEQA and NEPA documentation, as applicable, and in wetland delineation reports.						
BIO-9. Avoid and Minimize Disturbance of Waters of the United States, Including Wetland Communities	<p>Avoid and minimize impacts on wetlands and other waters of the United States (creeks, streams, and rivers) by implementing the following measures:</p> <ul style="list-style-type: none"> • Redesign or modify the project to avoid direct and indirect impacts on wetland habitats. • Protect wetland habitats that occur near the project site by installing environmentally sensitive area fencing at least 20 feet from the edge of the wetland. Depending on site-specific conditions and permit requirements, this buffer may be wider than 20 feet (e.g., 250 feet for seasonal wetlands that are considered special-status shrimp habitat). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the fenced environmentally sensitive area. • Avoid installation activities in saturated or ponded wetlands during the wet season (spring and winter) to the maximum extent possible. Where such activities are unavoidable, protective practices, such as use of padding or vehicles with balloon tires, shall be 	During individual environmental review	Once	Local jurisdiction			



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	<p>used.</p> <ul style="list-style-type: none"> Where determined necessary by resource specialists, use geotextile cushions and other materials (e.g., timber pads, prefabricated equipment pads, or geotextile fabric) in saturated conditions to minimize damage to the substrate and vegetation. Stabilize exposed slopes and stream banks immediately on completion of installation activities. Other waters of the United States shall be restored in a manner that encourages vegetation to reestablish to its pre-project condition and reduces the effects of erosion on the drainage system. In highly erodible stream systems, stabilize banks using a non-vegetative material that will bind the soil initially and break down within a few years. If the project engineers determine that more aggressive erosion control treatments are needed, use geotextile mats, excelsior blankets, or other soil stabilization products. During construction, remove trees, shrubs, debris, or soils that are inadvertently deposited below the ordinary high-water mark of drainages in a manner that minimizes disturbance of the drainage bed and bank. <p>These measures shall be incorporated into contract specifications and implemented by the construction contractor. In addition, the project proponent shall ensure that the contractor incorporates all state and</p>						



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	federal permit conditions into construction specifications.						
BIO-10. Compensate for the Loss of Wetland Habitat	If wetlands are filled or disturbed as part of the highway project, compensate for the loss of wetland habitat to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state and federal agencies (including DFG, USFWS, and the Corps). The compensation shall be at a minimum 1:1 ratio (1 acre restored or created for every 1 acre filled) and may be a combination of onsite restoration/creation, off-site restoration, or mitigation credits. A restoration and monitoring plan shall be developed and implemented if onsite or offsite restoration or creation is chosen. The plan shall describe how wetlands shall be created and monitored over a minimum of 5 years (or as required by the regulatory agencies).	During individual environmental review	Once	Local jurisdiction			
BIO-11. Document Special-Status Wildlife Species and Their Habitats	Retain a qualified wildlife biologist to document the presence or absence of suitable habitat for special-status wildlife in the highway project study area. The following steps shall be implemented to document special-status wildlife and their habitats for each highway project: <ul style="list-style-type: none"> • Review Existing Information. The wildlife biologist shall review existing information to develop a list of special-status wildlife species that could occur in the project area. The following information shall be reviewed as part of this process: the USFWS special- 	During individual environmental review	Once	Local jurisdiction			



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	<p>status species list for the project region, DFG's CNDDDB, previously prepared environmental documents, city and county general plans, HCPs and NCCPs (if there are any), and USFWS issued biological opinions for previous projects.</p> <ul style="list-style-type: none"> • Coordinate with State and Federal Agencies. The wildlife biologist shall coordinate with the appropriate agencies (DFG, USFWS, and Caltrans) to discuss wildlife resource issues in the project region and determine the appropriate level of surveys necessary to document special-status wildlife and their habitats. • Conduct Field Studies. The wildlife biologist shall evaluate existing habitat conditions and determine what level of biological surveys may be required. The type of survey required shall depend on species richness, habitat type and quality, and the probability of special-status species occurring in a particular habitat type. Depending on the existing conditions in the project area and the proposed construction activity, one or a combination of the following levels of survey may be required: • Habitat Assessment. A habitat assessment determines whether suitable habitat is present. This type of assessment can be conducted at any time of year and is used to assess and characterize habitat conditions and to determine whether return surveys are 						



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	<p>necessary. If no suitable habitat is present, no additional surveys shall be required.</p> <ul style="list-style-type: none"> Species-Focused Surveys. Species-focused surveys (or target species surveys) shall be conducted if suitable habitat is present for special-status wildlife and if it is necessary to determine the presence or absence of the species in the project area. The surveys shall focus on special-status wildlife species that have the potential to occur in the region. The surveys shall be conducted during a period when the target species are present and/or active. Protocol-Level Wildlife Surveys. The project proponent shall comply with protocols and guidelines issued by responsible agencies for certain special-status species. USFWS and DFG have issued survey protocols and guidelines for several special-status wildlife species that could occur in the project region, including (but not limited to) the valley elderberry longhorn beetle, vernal pool branchiopods, California red-legged frog, California tiger salamander, blunt-nosed leopard lizard, western burrowing owl, California black rail, and San Joaquin kit fox. The protocols and guidelines may require that surveys be conducted during a particular time of year and/or time of day when the species is present and active. Many survey protocols require that only a USFWS- or DFG-approved 						



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	<p>biologist perform the surveys. The project proponent shall coordinate with the appropriate state or federal agency biologist before the initiation of protocol-level surveys to ensure that the survey results shall be valid. Because some species can be difficult to detect or observe, multiple field techniques may be used during a survey period and additional surveys may be required in subsequent seasons or years as outlined in the protocol or guidelines for each species.</p> <p>Special-status wildlife or suitable habitat identified during the field surveys shall be mapped and documented as part of the CEQA and NEPA documentation, as applicable.</p>						
<p>BIO-12. Avoid and Minimize Impacts on Special-Status Wildlife Species by Redesigning the Project, Protecting Special-Status Wildlife Habitat, and Developing a Mitigation Monitoring Plan (If Necessary)</p>	<p>This mitigation measure focuses on avoiding and minimizing all direct and indirect effects on special-status wildlife. Implement the following measures to avoid and minimize impacts on special-status wildlife and their habitats:</p> <ul style="list-style-type: none"> • Redesign or modify the project to avoid direct and indirect impacts on special-status wildlife or their habitats, if feasible. • Protect special-status wildlife and their habitat near the project site by installing environmentally sensitive area fencing around habitat features, such as seasonal wetlands, burrows, and nest trees. The environmentally sensitive area fencing or staking shall 	<p>During individual environmental review</p>	<p>Once</p>	<p>Local jurisdiction</p>			



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	<p>be installed at a minimum distance from the edge of the resource as determined through coordination with state and federal agency biologists (USFWS and DFG). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the fenced environmentally sensitive area.</p> <ul style="list-style-type: none"> • Restrict construction-related activities to the non-breeding season for special-status wildlife species that could occur in the project area. Timing restrictions may vary depending on the species and could occur during any time of the year. • Coordinate with the appropriate resource agencies to determine whether a monitoring plan for special-status wildlife is necessary as part of all highway projects. If a monitoring plan is required, it shall be developed and implemented in coordination with appropriate agencies and shall include <ul style="list-style-type: none"> ○ a description of each of the wildlife species and of suitable habitat for species that could occur at the project site; ○ the locations of known occurrences of special-status wildlife species within 1.0 mile of the project site; 						



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	<ul style="list-style-type: none"> ○ the location and size of no-disturbance zones in and adjacent to environmentally sensitive areas for wildlife; ○ directions on the handling and relocating of special-status wildlife species found on the project site that are in immediate danger of being destroyed; and ○ notification and reporting requirements for special-status species that are identified on the project site. 						
BIO-13. Coordinate with Resource Agencies and Develop Appropriate Compensation Plans for State- and Federal-Listed Wildlife Species	<p>If Mitigation Measure BIO-12 is not feasible and site-specific construction activities would result in significant impacts on state- or federal-listed wildlife species, a compensation plan shall be developed in coordination with the appropriate resource agency, or agency-approved compensation guidelines shall be followed to reduce the impact to a less-than-significant level. Compensation guidelines have been identified for several special-status wildlife species, including valley elderberry longhorn beetle, vernal pool branchiopods, giant garter snake, Swainson’s hawk, and burrowing owl. The amount of compensation shall vary depending on the amount of habitat loss or degree of habitat disturbance anticipated. The compensation plan shall be developed and implemented in coordination with the appropriate state or federal agency and would involve identifying an agency-approved mitigation bank or mitigation site (onsite or offsite); transplanting (elderberry shrubs), re-creating (burrows and vernal</p>	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	pools), and/or preserving additional habitat for special-status wildlife species; monitoring the mitigation site; and funding the management of the mitigation site.						
BIO-14. Assess and Document Habitat for Special-Status Fish Species	Retain a qualified fisheries biologist to locate and identify streams that could support special-status fish habitat. Aquatic and streamside habitat conditions shall be mapped and documented as part of CEQA and NEPA documentation and biological assessment reports, as applicable. Implement Mitigation Measures BIO-15 and BIO-16 concurrently to avoid, minimize, and compensate for potential impacts on special-status fish.	During individual environmental review	Once	Local jurisdiction			
BIO-15. Avoid and Minimize Impacts on Special-Status Fish and Their Habitat	Construct projects during time periods that avoid the sensitive life stages of special-status fish species. Construction activities shall be scheduled so they do not interfere with the reproductive cycles of fish species. Work in most of the systems shall take place between June 1 and October 15 to avoid causing impacts on the majority of the adult and juvenile migration stages of anadromous species. In addition, implement best management practices in storm water pollution prevention plans (SWPPPs), as applicable (see Mitigation Measure GEO-1) to control the transport of sediment to streams, promote the restoration of construction areas to preconstruction conditions, and avoid the potential for spills of hazardous substances. The SWPPPs will include pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	discharges and hazardous spills), demonstration of compliance with all applicable local and regional erosion and sediment control standards, identification of responsible parties, a detailed construction timeline, and a BMP monitoring and maintenance schedule. A staging and storage area shall be provided away from the waterway for equipment, construction materials, fuels, lubricants, solvents, and other possible contaminants. The contractor shall conduct periodic maintenance of erosion and sediment control measures. Soil exposure shall be minimized through the use of BMPs, ground cover, and stabilization practices. Exposed dust-producing surfaces shall be sprinkled daily until wet while avoiding the production of runoff. Paved streets shall be swept daily after construction activities.						
BIO-16. Consult with National Marine Fisheries Service (NMFS) or U.S. Fish and Wildlife Service when Listed Fish Species May Be Affected, and Initiate Essential Fish Habitat Consultation with NMFS when Chinook Salmon May Be Affected	Initiate consultation with NMFS and/or USFWS to get a determination from the agency, approval to proceed with the project, and approved avoidance, minimization, and compensation measures related to Steelhead, Chinook Salmon, Splittail, or their essential habitat.	During individual environmental review	Once	Local jurisdiction			
BIO-17. Review Local City and County Policies, Ordinances, and Conservation Plans and Comply with Requirements	Ensure that projects comply with general plans, policies, ordinances, and conservation plans (including any HCPs, NCCPs, and other local, regional, and state plans). Review of these documents and compliance with their requirements shall be demonstrated in project-level environmental documentation. Ensure that	During individual environmental review	Once	Local jurisdiction			



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	projects comply with all policies, ordinances, and plans that exist at the time of project-level review, regardless of whether they existed during the program-level analysis.						
BIO-18. Install Temporary Construction Barrier Fencing to Protect Native Oak Trees Adjacent to the Construction Zone	<p>Install orange construction barrier fencing to identify environmentally sensitive areas around the native oak trees (the minimum size of tree that will be protected will be determined by the local ordinance). Before construction, the contractor will work with the project engineer to identify the locations for the barrier fencing, and will place stakes around the sensitive resource sites to indicate these locations. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:</p> <p style="padding-left: 40px;">The Contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by the <jurisdiction name here>. The Contractor will take measures to ensure that Contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.</p> <p>Temporary fences around the environmentally sensitive areas will be</p>	During environmental review; during construction activity	Once during plan review; periodically during construction	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts with a maximum 10-foot spacing.						
CULTURAL RESOURCES							
CR-1. Conduct Cultural Resources Inventories Concurrently with Environmental Review	<p>Consult with the Native American Heritage Commission to determine whether there known sacred sites are in their specific project area, and to identify the Native American(s) to contact to obtain information about their specific project area. A qualified archaeologist will conduct a records search at the appropriate Information Center of the California Historical Resources Information System to determine whether the specific project area has been previously surveyed and whether resources were identified.</p> <p>If the records indicate that no previous survey has been conducted, the Information Center will recommend whether a survey is warranted based on the sensitivity of the specific project area for archaeological resources. As necessary, prior to construction activities, the proponents of specific projects will retain a qualified archaeologist to conduct archaeological surveys as recommended by the Information Center.</p>	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	<p>If the archaeological survey indicates that archaeological resources are located in the specific project area, the proponents of specific projects will retain a qualified archaeologist to assess the significance of the resources according to the applicable local, state, and federal significance criteria. Treatment measures to ameliorate “substantial adverse changes” in the significance of significant archaeological resources will be developed in consultation with qualified archaeologists and other concerned parties, and may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.</p> <p>If this process indicates that the specific project area is rich with cultural materials, a qualified archaeologist will monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. If archeological materials are uncovered during construction, they should be avoided. If avoidance is not feasible, a qualified archaeologist familiar with the local conditions will recommend further work necessary to determine importance in accordance with applicable local, state, and federal guidelines. If the archaeological resource is determined to be important under local, state, or federal guidelines, treatment measures will be developed as described above.</p>						
CR-2. Stop Work If Archaeological Materials Are	If archaeological materials (such as chipped or ground stone, historic debris,	Apply conditions during individual	Once during individual	Local jurisdiction			



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Discovered During Construction	building foundations, or non-human bone) are inadvertently discovered during ground-disturbing activities, ensure that the contractor will notify the agencies responsible for project implementation and will stop work in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and develop appropriate treatment measures. Treatment measures will be made in consultation with the agencies responsible for project implementation. Treatment measures typically include development of avoidance strategies or mitigation of impacts through data recovery programs such as excavation or detailed documentation.	environmental review; extent of monitoring will depend on the grading schedule and/or extent of the ground alterations.	environmental review; monitor as needed during construction				
CR-3. Conduct Project-Specific Paleontological Resource Assessments Concurrently with Environmental Review	Retain a qualified paleontologist to evaluate sensitivity for paleontological resources in their project area. Any area of known paleontological resources will be avoided during construction. If unique paleontological resources are discovered during construction and avoidance is not feasible, the paleontological resources will be excavated by a qualified paleontologist and given to a local agency, state university, or other applicable institution, where they may be curated and displayed for public education purposes.	During individual environmental review	Once	Local jurisdiction			
CR-4. Stop Work If Human Remains are Discovered During Construction	If human remains are discovered or recognized in any location other than a dedicated cemetery, prevent further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:	Apply conditions during individual environmental review; extent of monitoring will depend on the grading schedule and/or extent of the ground alterations.	Once during individual environmental review; monitor as needed during construction	Local jurisdiction			



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	<ul style="list-style-type: none"> • the applicable County Coroner has been informed and has determined that no investigation of the cause of death is required; and • if the remains are of Native American origin, either of the following steps will be taken: <ul style="list-style-type: none"> ○ The coroner will contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. ○ The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and reburial the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs. <ul style="list-style-type: none"> ▪ The Native American Heritage Commission is unable to 						



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	<ul style="list-style-type: none"> ▪ identify a descendent. ▪ The descendant identified fails to make a recommendation. ▪ The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. 						
CR-5. Conduct Historic Inventory and Evaluation for Architectural Resources	<p>Prior to construction activities, ensure that an inventory and evaluation is conducted for architectural resources located their project areas. The inventory and evaluation will be prepared by a qualified architectural historian and will include conducting an intensive field survey, background research on the history of the project area, and property specific research. The significance of architectural resources located in the project area will be evaluated by the architectural historian using criteria for listing in the CRHR. The resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms would be produced and forwarded by the architectural historian to the appropriate Information Center. If federal funding or approval is required, the project proponents will comply with Section 106 of the National Historic Preservation.</p> <p>If the architectural resource appears to be eligible for the CRHR or NRHP,</p>	During individual environmental review	Once	Local jurisdiction			



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	<p>avoidance through project redesign is the preferred mitigation measure, but it is often not feasible. When a project has sufficient flexibility, the project implementation agencies will consider avoidance as the primary mitigation measure. If avoidance of a significant architectural resource is not feasible, Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Standards document will be completed. The HABS and HAER are programs to formally document historic resources through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. Such documentation packages are entered into the Library of Congress, and a second copy is generally archived in the regional information centers of the California Historic Resources Information System.</p> <p>If an eligible building must be relocated, any alterations will conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</p>						



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ENERGY							
ENE-1. Incentives for Energy Conservation Practices	<p>When it has the authority to do so, SACOG will condition the programming of federal and state funds to only local agency recipients that include energy conservation criteria in their selection process for construction contractors. These criteria, to be established by the local agencies responsible for plan implementation, should, at a minimum, include the following incentives for energy conservation practices in the construction bids they solicit:</p> <ul style="list-style-type: none"> • Construction equipment that meets the current emission standards criteria for new vehicles. • Construction equipment that uses alternative fuels. • Local services and materials that minimize energy consumption from transportation freight that requires long-distance travel. • Renewable energy sources whenever feasible. • Use the lowest feasible emitting construction equipment and fuels. • Avoid unnecessary idling of construction equipment. • Consolidate material delivery as much as possible to ensure efficient vehicle utilization. • Schedule delivery of materials during non-rush hours to maximize vehicle fuel efficiency. • Encourage construction workers to carpool. 	During individual environmental review	Once	Local jurisdiction			



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	<ul style="list-style-type: none"> Maintain equipment and machinery, especially those using gasoline and diesel, in good working condition. <p>These conditions will not apply where the local agencies responsible for plan implementation already are subject to regulatory measures to control and/or mitigate the energy-related impacts of the construction projects.</p>						
ENE-6. Develop Regional Climate Change Action Plan	<p>Within 3 years of adoption of the proposed MTP 2035, SACOG shall, through a public process, establish a Regional Climate Change Action Plan that includes at a minimum the following components:</p> <ul style="list-style-type: none"> General discussion of the potential impacts that global climate change poses to the Sacramento region, with particular focus on potential impacts to MTP facilities, to the extent that such research is available; A baseline inventory of total GHG (at minimum, CO₂, CH₄, and N₂O) emissions directly and indirectly associated with MTP activities (MTP GHG emissions) for the year 2005; Calculated total MTP GHG emissions per capita in 2005 using the total MTP GHG emissions figure calculated above and the total regional population figure for 2005; Total MTP GHG emissions per capita as a measure of the transportation system's GHG emissions. This measure shall be used to compare the global climate change impacts of future MTP alternatives with each 	Throughout implementation of 2035 RTP	Once	SACOG			



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	<p>other and existing conditions; and</p> <ul style="list-style-type: none"> Development of enforceable, feasible GHG emissions reduction measures to achieve reductions in total MTP GHG emissions per capita. Such reduction measures may include construction of new transportation projects, modification of existing facilities or services, incentive or funding programs, pricing strategies, regulations or any other actions that reduce GHG emissions associated with MTP activities, including mitigation measures ENE-7 through ENE-16, AG-1 and LU-2 below. <p>Under federal and state law, SACOG must adopt an MTP and update it at least every four years if the region is to receive federal or state transportation dollars. The MTP 2035 will succeed the 2006 MTP. The next MTP is expected to be adopted in 2011. SACOG intends to develop the Climate Change Action Plan so that it may be incorporated into the next MTP.</p>						
ENE-7. Create Alternative Fuel Vehicle and Infrastructure Toolkit for Local Governments	SACOG shall develop an Alternative Fuel Vehicle (AFV) and Infrastructure Toolkit for member agencies that will contain best practices related to ordinances, analytical tools, financing opportunities, codes, and standards related to saving energy and reducing GHG emissions. SACOG shall identify the alternative fuel vehicle(s) (e.g. neighborhood electric vehicles) and alternative fuel infrastructure with the potential to result in the greatest GHG emission reductions. SACOG shall conduct a public education program for	Throughout implementation of 2035 RTP	Once	SACOG			



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	<p>local governments and other public agencies, as appropriate to encourage the use of alternative fuel vehicles and infrastructure.</p> <p>SACOG shall work with its member agencies to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) both in municipally owned vehicles, as well as those owned by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs shall have GHG emissions at least 10 percent lower than comparable gasoline- or diesel-powered vehicles. The Alternative Fuel Vehicle and Infrastructure Toolkit described above will include best practices strategies to aid in the transformation of municipally owned or contracted fleets, including vehicle fleets operated and/or funded, at least in part, by SACOG.</p>						
ENE-8. Adopt Transportation Pricing Policy	<p>SACOG shall prepare an analysis on the impacts and viability of using pricing policies with the transit system and selected portions of the road network to encourage people to drive less and use transit, walking and bicycling modes more. This study will identify strategies to reduce GHG emissions that will include, but are not limited to, free or reduced transit fares during “spare the air” days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and congestion-pricing to enter</p>	Throughout implementation of 2035 RTP	Once	SACOG			



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	certain high-traffic areas served by public transit (e.g., downtown Sacramento). SACOG shall adopt a transportation pricing policy based upon these strategies, and shall conduct seminars with local government staff, planning commissioners and elected officials and members of the private development, planning, engineering and design communities to disseminate these strategies.						
ENE-9. Create Public Education Program on Individual Transportation Behavior and Climate Change	In conjunction with key partners such as local air districts, public utility providers, area chambers of commerce and others, SACOG shall create a public information program to educate the public about the connection between individual transportation behavior and global climate change, including transportation behavior modifications the public can make to reduce their GHG emissions over time. SACOG shall include information on its website (www.sacog.org) that is focused on global climate change. The website shall identify actions the public can take to reduce their carbon footprint, and provide web links to sources of information on SACOG's Regional Ridesharing Program, which is designed to promote alternative mode use (carpools, vanpools, public transit, bicycling, walking, telecommuting) and other travel demand management strategies.	Throughout implementation of 2035 RTP	Once	SACOG			
ENE-10. Provide Funding for Workshop on Global Climate Change for Local Government Officials and Create GHG Emissions Reduction Strategies Toolkit	SACOG shall provide funding for a workshop on global climate change for local government officials that will focus on practical techniques that local governments can implement to reduce greenhouse gas emissions at the city and	Throughout implementation of 2035 RTP	Once	SACOG			



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	<p>county level. Workshop topics shall include, but are not limited to the following:</p> <ul style="list-style-type: none"> • The basic science behind climate change and its effects on the Sacramento Region. • Addressing the California Environmental Quality Act (CEQA) and the effects of AB 32. • What cities and counties are doing to address climate change and CEQA. • Cost effective actions cities can take to reduce greenhouse emissions. • Actions being taken in the Sacramento region to advance and support innovative “green” business. <p>SACOG, in conjunction with other key partners, shall produce a toolkit for local governments to use to take effective actions to reduce greenhouse gas emissions over time. The toolkit will incorporate recommendations by the workshop participants to identify which issues are important for the region and the tools and resources they would like to have available to reduce greenhouse emissions.</p>						
ENE-11. Adopt Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes	SACOG shall prepare an analysis and perform travel modeling and air emissions analysis to identify a range of alternatives for local governments to use to modify current parking regulations to create incentives for people to use available transit, walking and biking options. The analysis shall address impacts of parking maximum and minimum requirements, shared parking systems, and parking	Throughout implementation of 2035 RTP	Once	SACOG			



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	pricing on travel behavior and air emissions. The study will also include the potential for application of alternative energy technologies, such as solar shading and power generation, at both structured and surface parking facilities. The I-PLACE3S energy module (see Mitigation Measure ENE – 13) will be used to support this research. This study will be conducted cooperatively with key partners such as the air districts and local governments within the region. At the conclusion of the study, SACOG shall adopt a parking policy based upon the study results, and shall work with local governments to modify local parking regulations.						
ENE-12. Adopt Safe Routes to School Policy and Implement Pilot Program and Conduct Workshop with Cities, Counties and School Districts to Identify other Opportunities for Collaboration that may reduce Greenhouse Emissions	Within 3 years from the adoption of the MTP 2035, SACOG shall adopt a Safe Routes to Schools (SRTS) policy to promote the practice of safe bicycling and walking to and from schools throughout the MTP Plan Area in order to reduce traffic congestion, improve air quality, and enhance neighborhood safety. There are both federal and state funding programs for SRTS. As a regional agency, SACOG is an eligible applicant under the federal program for both infrastructure and non-infrastructure projects. Under the state program, only cities and counties are eligible applicants for infrastructure projects only. (Caltrans, 2007) With the passage of the Safe Routes to School bill (AB 1475), a “onethird” distribution formula for federal safety funds to be allocated in equal amounts to: state highways, local roads, and Safe Routes to School (SRTS)	Throughout implementation of 2035 RTP	Once	SACOG			



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	<p>construction program was established.</p> <p>The federal Safe Routes to School program (SRTS) was authorized by Section 1404 of the SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). SACOG shall also obtain federal funds from the Federal Highway Administration through Caltrans to implement at least one SRTS pilot program within the MTP Plan Area.</p> <p>The State-legislated Safe Routes to School program (SR2S) is contained in Streets & Highways Code Section 2330-2334. SACOG shall encourage its member agencies to apply for funds available through the State Highway Safety Improvement fund for eligible infrastructure projects in order to improve bicycle and pedestrian safety for school children.</p> <p>SACOG shall also join the Safe Routes to School National Partnership, a network of more than 300 nonprofit organizations, government agencies, schools, and professionals working together to advance the Safe Routes to School movement in the United States.</p> <p>In addition, SACOG will host a regional workshop for all cities, counties, school districts and transit operators within the region to identify other potential opportunities for collaboration that would reduce greenhouse gas impacts. At a minimum, the issues discussed will include</p>						



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	<p>the findings from the Safe Routes to School activities described above, opportunities to increase the number of students with bus or other transit options to get to and from school, and integrating school siting practices with goals of promoting walkable neighborhoods with a wide range of easily accessible services. This workshop will be patterned after the “Stretching Community Dollars Guidebook” and workshop series that the SACOG Executive Director wrote for the California City, County, Schools (CCS) Partnership (a non-profit organization of the League of California Cities, California State Association of Counties and California School Boards Association).</p> <p>That workshop series is specifically designed to help these three local government entities to take maximum advantage of opportunities for collaboration. SACOG will ask the CCS Partnership to co-host the event, and offer to make the materials prepared for the event available to the CCS Partnership for use in its on-going workshop series around the state.</p>						
ENE-13. Enhance I-PLACE3S Model to Assess Greenhouse Gas Impacts and Opportunities for Small-Scale Power Generation	SACOG will enhance its I-PLACE3S sketch planning land use and travel model to assess the greenhouse gas impacts of land use and transportation alternatives. SACOG will make this model available to all of its member cities and counties and provide on-going training and technical assistance to help them use it for general plans, community and development plans, corridor studies, and development	Throughout implementation of 2035 RTP	Once	SACOG			



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	<p>proposals. SACOG shall participate in the State of California's Blueprint Learning Network to provide peer exchanges with other regional agencies in the state to share how it uses I-PLACE3S. For project applicants to its Community Design Funding Program, SACOG shall require the applicant to submit an I-PLACE3S analysis in order to create different land use development alternatives, as part of the application process.</p> <p>Over the past few years SACOG has worked with the California Energy Commission in the development of an energy module to add to the I-PLACE3S software. This module provides an efficient way to conduct a state-of-the-art analysis of the feasibility of various forms of small-scale, distributed power generation with different land use patterns. Technologies that can be analyzed include twenty-three varieties in total of solar photovoltaics, wind, fuel cells, natural gas cogeneration, and natural gas micro-turbine technologies. Land use characteristics that are assessed as part of the analysis include roof (building and parking structure) and site area (open space or parking lot) available for the various technologies. Performance metrics that are reported include overall energy use by fuel source, amount of usable waste heat, installed cost, operation and maintenance cost, criteria air pollution and carbon dioxide emissions, net energy metering feasibility to allow energy to be sold back to the utility, and composite rankings for</p>						



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	<p>both cost effectiveness and environmental suitability for the project. The module is currently being reviewed in beta form by the California Energy Commission (CEC). When the CEC releases the software (expected in late December) for use, SACOG will find at least one pilot test site with the region, participate in the pilot test, and then make the results and capability available to all of its members. There have been preliminary discussions with the Sacramento Municipal Utility District (SMUD), City of Sacramento and the developers of the downtown Sacramento rail yards about pilot testing the I-PLACE3S energy module on that development. SACOG will also coordinate these activities with the San Diego Association of Governments (SANDAG), which is actively interested in applying the tool through its Regional Energy Office.</p>						
<p>ENE-14. Establish a baseline for SACOG's own GHG Impacts</p>	<p>Starting in calendar year 2007, SACOG shall measure and record the GHG emissions associated with its own operations in an accurate manner and in a format consistent with the California Climate Action Registry's own reporting protocol in order to establish a baseline against which any future GHG reductions may be applied. The report shall be independently audited by a State and Registry approved certifier. The report shall include the following elements:</p> <ul style="list-style-type: none"> • Indirect emissions from electricity and natural gas use • Direct emissions from mobile source combustion (agency vehicles) 	<p>Throughout implementation of 2035 RTP</p>	<p>Once</p>	<p>SACOG</p>			



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	<ul style="list-style-type: none"> • Indirect emissions from business-related employee air travel • Direct and Indirect emissions from employee commuting • Indirect emissions associated with SACOG purchasing practices <p>SACOG shall continue to report on its own GHG emissions consistent with this format in subsequent years and track its progress in reducing emissions. Emissions reductions in future years will comply with the goals set in the Regional Climate Change Action Plan.</p>						
ENE-15. Adopt a “Complete Streets” Policy	<p>SACOG shall adopt a “Complete Streets” policy to require that applicants for SACOG regional funding programs demonstrate that the planning, design, construction and maintenance of roadway and transit facilities include the needs of all transportation users – pedestrians, bicyclists, the disabled, transit users, and motorists. Examples include facilities (sidewalks, bike lanes, etc.) that allow for safe walking, biking and wheelchair access along roadways. Through its Complete Streets policy, SACOG shall require that applicants for local funding programs administered by SACOG demonstrate that their project is multi-modal and will consider the needs of bicyclists, pedestrians and disabled travelers. SACOG’s policy shall be consistent with current, adopted regional and local plans, and in accordance with locally adopted policies such as Sacramento County’s Measure A program that earmarks funds for multi-modal improvements (highway,</p>	Throughout implementation of 2035 RTP	Once	SACOG			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	<p>street, and road construction; highway, street, and road maintenance; bus and light rail capital and operations; improved transportation services for elderly and handicapped persons; and transportation-related air quality programs). In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations for pedestrians, bicyclists, and disabled travelers.</p> <p>The policy shall also require applicants for State funding programs to ensure that projects are consistent with Caltrans Directive 64, which states that the California Department of Transportation, "fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products." The policy shall also require that applicants for federal funding programs ensure that projects are consistent with the United States Department of Transportation Policy Statement on "Accommodating Bicyclists and Pedestrians in Transportation Projects".</p>						
ENE-16. Recommend Draft Transportation Control Measures to Comply with the Federal Clean Act in order to Reduce GHG Emissions	Although there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions, including the Clean Air Act (CAA), carbon dioxide and nitrous oxide are the two GHGs released in greatest quantities from mobile sources burning gasoline and diesel fuel. Based on current GHG emission reporting	Throughout implementation of 2035 RTP	Once	SACOG			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	<p>guidelines, the transportation sector directly accounted for approximately 27 percent of total U.S. GHG emissions in 2003. Transportation is the fastest-growing source of U.S. GHGs and the largest end-use source of CO₂, which is the most prevalent GHG. In the absence of federal plans, policies, regulations, or laws directly regulating GHG emissions, SACOG shall recommend that the Sacramento Metropolitan Air Quality Management District include the following MTP 2035 projects as draft Transportation Control Measures (TCMs) in the State Implementation Plan for air quality attainment, as required by the CAA. The draft TCMs are shown in Table 9 – 10, and are being recommended to address the criteria pollutants regulated by the CAA, as well as to reduce GHG emissions. For further information regarding the Research and Policy Development Programs included in the draft TCMs, see Appendix E.</p>						
GEOLOGY, SEISMICITY, AND SOILS							
GEO-1. Implement Seismic Design Standards into Site-Specific Project Design	Implement UBC Seismic Hazard Zone 4, CBSC, Caltrans Seismic Design Criteria, and County and City General Plan standards, as appropriate, in project design to minimize the potential for fault rupture hazards.	During individual environmental review	Once	Local jurisdiction			
GEO-2. Conduct Site-Specific Geotechnical Evaluations for Projects that Require Design of Earthworks and Foundations and Implement the	Based on the subsurface conditions expressed through geotechnical inquiry and in conjunction with soil scientists and/or engineers, ensure that specific project elements are designed so to accommodate the effects of liquefaction.	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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Recommendations	<p>For roadways and bridges, subsurface borings at regular intervals along proposed roadways and in the vicinity of proposed bridges are recommended as part of the geotechnical evaluations.</p> <p>If liquefiable soils or soils susceptible to seismically induced settlement are determined to be present at any location where project activities would occur, corrective actions shall be taken, including removal and replacement of soils; on-site densification; grouting; and design of special foundations or other similar measures, depending on the extent and depth of susceptible soils and the findings of the geotechnical evaluations. All of these measures reduce pore water pressure during ground shaking by densifying the soil or improving its drainage capacity (Johansson 2000).</p>						
GEO-3. Obtain and Implement the Requirements of the NPDES Permit into the Design of Site-Specific Projects that Would Disturb 1 or More Acres	<p>If the project would disturb 1 or more acres will be required to obtain a General Construction Permit, prepare a Notice of Intent and a SWPPP, and implement and maintain BMPs to avoid adverse effects on water quality as a result of construction activities, including earthwork. The SWPPP will be developed by a qualified engineer or erosion control specialist and implemented before construction. The SWPPP will be kept onsite during construction activity and will be made available on request to representatives of the RWQCB. The objectives of the SWPPP would be to: (1) identify pollutant sources that may affect the quality of stormwater associated with construction</p>	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	activity; and (2) identify, construct, and implement stormwater pollution prevention measures to reduce pollutants in stormwater discharges during and after construction. Therefore, the SWPPP would include a description of potential pollutants, the management of dredged sediments, and hazardous materials present on the site during construction (including vehicle and equipment fuels). The SWPPP also would include details of how the sediment and erosion control practices, referred to as BMPs, would be implemented. Implementation of the SWPPP would comply with state and federal water quality regulations.						
GEO-4. Comply with County and City Grading Ordinances	Ensure that construction contracts will comply with the county and/or city grading ordinances so as to minimize any negative effects associated with erosion and sedimentation. County and/or city grading ordinances typically outline regulations and practices relevant to construction and grading activities and typically are required for all construction and grading activities within a county or city.	During individual environmental review	Once	Local jurisdiction			
GEO-5. Implement the Geotechnical Report Recommendations	Ensure that their contractor implements the recommendations in site-specific geotechnical reports pertaining to site clearing and preparation, organic removal, engineered fill placement, trench backfilling, foundation design, sound wall systems, exterior flatwork, pavement design, and site drainage so as to minimize any negative effects associated with runoff, erosion, and sedimentation.	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
HAZARDS AND HAZARDOUS MATERIALS							
<p>HAZ-1. Avoid Disturbance of, Conduct Investigation of, or Implement Remediation of Hazards and Hazardous Materials Identified During Construction of MTP 2035 Projects</p>	<p>Consult all known databases of contaminated sites in the process of project planning, environmental review and construction, prior to project approval. If it is determined that a project is located on or near a contaminated site, devise a remediation plan or avoid disturbance of contaminated areas, in compliance with appropriate regulatory agency requirements. All environmental investigation, sampling and/or remediation activities associated with properties in the project area shall be conducted under a work plan approved by the regulatory oversight agency and shall be conducted by a registered environmental assessor (pursuant to 22 CCR 69200) consistent with phase I and phase II environmental assessments as detailed below. The results of any investigation and/or remediation activities conducted within the project area shall be included in the projectlevel EIR.</p> <p>Phase I Environmental Assessment A phase I environmental assessment (ESA) conducted by a registered environmental assessor should, at a minimum, include the following items:</p> <ul style="list-style-type: none"> • An on-site visit to determine current conditions (e.g. vegetative dieback, chemical spill residue, presence of above or underground storage tanks, etc.). • An evaluation of possible risks posed by neighboring properties. 	<p>During environmental review; during construction activity</p>	<p>Once during plan review; periodically during construction</p>	<p>Local jurisdiction</p>			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	<ul style="list-style-type: none"> Interviews with persons knowledgeable about the site's history (e.g. current or previous property owners, property managers, etc.). An examination of local planning files to check prior land uses and any permits granted. File searches with appropriate agencies (e.g. State water board, fire department, County health department) having oversight authority relative to water quality and/or soil contamination. Examination of historic aerial photography of the site and adjacent properties A review of current topographic maps of the site to determine drainage patterns An examination of chain-of-title for environmental liens and/or activity and land use limitations (AULs). <p>If the phase I ESA indicates likely site contamination, then a phase II ESA shall be conducted (also by a registered environmental assessor).</p> <p>Phase II Environmental Assessment A phase II ESA would include the following:</p> <ul style="list-style-type: none"> Collection of original surface and/or subsurface samples of soil, groundwater or building materials to analyze for quantities of various contaminants. An analysis to determine the vertical 						



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	<p>and horizontal extent of contamination (if the evidence from sampling shows contamination).</p> <p>Remediation (if contamination is uncovered as part of phase I or II ESAs) If materials such as asbestos-containing materials, lead-based paint, or other hazardous building materials, like mercury switches, PCB-containing equipment are identified, these materials shall be properly managed and disposed of prior to or during the demolition process.</p> <p>Any contaminated soil identified on a project site must be properly disposed of in accordance with DTSC regulations in effect at the time.</p> <p>If hazardous wastes will be generated by a proposed project, the wastes shall be managed in accordance with the California HWCL (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulation (Title 22, CCR, Division 4.5).</p> <p>If, during construction/demolition of structures, equipment, and/or paved surfaces in the project area, soil and/or groundwater contamination is suspected, the construction/demolition activities shall cease and appropriate health and safety procedures shall be implemented, including the use of appropriate personal protective equipment (e.g., respiratory protection, protective clothing, helmets,</p>						



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	goggles).						
HAZ-2. Comply with Applicable State and Local Regulations Regarding Asbestos Whenever Circumstances Arise in Areas Known or Suspected to Contain NOA within the MTP Plan Area	Comply with applicable state and local regulations regarding asbestos whenever circumstances arise in areas known or suspected to contain NOA, to ensure that exposure to construction workers and the public is reduced to an acceptable level. In Sacramento County, coordinate with the Sacramento Metropolitan Air Quality Management District (SMAQMD), which has regulatory authority over naturally occurring asbestos (NOA). Submit an Asbestos Dust Mitigation Plan application, if required by SMAQMD. In Placer County, the Placer County Air Pollution Control District has regulatory authority over NOA, and in El Dorado County the El Dorado County Air Pollution Control District (within the El Dorado Environmental Management Department) has regulatory authority over NOA. Placer County has a Fugitive Dust and Asbestos Rule (Rule 228), as does El Dorado County (Rules 223.1-2 and 610). Require compliance with ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106).	During individual environmental review	Once	Local jurisdiction			
HAZ-3. Ensure Compliance with Emergency Response and Evacuation Plans	The implementing agency shall confer with SACOG, as the designated Airport Land Use Commission, to ensure that the project is consistent with any adopted CLUP or ALUCP.	During individual environmental review	Once	Local jurisdiction			
HYDROLOGY AND WATER QUALITY							
HYD-1. Implement a Spill Prevention and Control Program	As part of requiring compliance with the NPDES General Construction Permit, develop and implement a spill prevention and control program to minimize the	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	potential for, and effects from, spills of hazardous, toxic, or petroleum substances during all construction activities. The program will be completed before any construction activities begin.						
HYD-2. Comply with Provisions for Dewatering	Before discharging any dewatered effluent to surface water, obtain an NPDES permit and Waste Discharge Requirement from the RWQCB. Depending on the volume and characteristics of the discharge, coverage under the NPDES General Construction Permit may be permissible. If coverage under the General Construction Permit is not allowed, projects must conform to requirements of the General Dewatering Permit, issued by the Central Valley RWQCB. Design and implement measures as necessary so that discharge limits identified in relevant permits are met.	During individual environmental review	Once	Local jurisdiction			
HYD-3. Implement Measures to Maintain Water Quality after Construction	Implement source and treatment control measures contained in their applicable Stormwater Management Plans. General site design control measures incorporated into the project design can include conserving natural areas, protecting slopes and channels, and minimizing impervious areas. Treatment control measures may include use of vegetated swales and buffers, detention basins, wet ponds, or constructed wetlands, infiltration basins, and other measures. Selection and implementation of these measures would occur on a project-by-project basis depending on project size and stormwater treatment needs.	During individual environmental review	Once	Local jurisdiction			
HYD-4. Conduct Project-Level Drainage Studies	Conduct drainage studies on a site-specific basis. The studies will address the	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	<p>following topics.</p> <ul style="list-style-type: none"> • A calculation of pre-development runoff conditions and post-development runoff scenarios using appropriate engineering methods. This analysis will evaluate potential changes to runoff through specific design criteria, and account for increased surface runoff. • An assessment of existing drainage facilities within the project area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation, including the sizing of on-site stormwater detention features and pump stations. • A description of the proposed maintenance program for the onsite drainage system. • Standards for drainage systems to be installed on a project/parcel-specific basis. • Proposed design measures to ensure structures are not located within 100-year floodplain areas. <p>Drainage systems will be designed on a site-specific basis in accordance with the findings of the studies and the requirements of the applicable local flood control agencies and flood control design criteria. As a performance standard, measures to be implemented will provide for no net increase in peak stormwater discharge relative to current conditions to ensure that 100-year flooding and its potential impacts are maintained at or</p>						



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	below current levels and that people and structures are not exposed to additional flood risk.						
HYD-5. Design and Install Infiltration Systems	Include infiltration systems in project design. Infiltration devices will be installed to replace the natural recharge rate of the soil to be paved over.	During individual environmental review	Once	Local jurisdiction			
HYD-6. Avoid Restriction of Floodflows and Obtain Agency Approval of Construction with 100-Year Floodplains	Proponents of specific projects included in the proposed MTP 2035 that require federal approval or funding must comply with Executive Order 11988 for floodplain management. Proponents of these projects must avoid incompatible floodplain development designs, restore and preserve the natural and beneficial floodplain values, and maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA if unavoidable construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood-prone areas. Potential impacts due to flooding as a result of specific projects included in the MTP 2035 would be alleviated through the FEMA LOMR approval process, as well as the jurisdiction of the Reclamation Board, when applicable, and the Reclamation District affected. Project design will proceed in accordance with the latest available mapping by DWR and USACE.	During individual environmental review	Once	Local jurisdiction			
HYD-7. Design Projects to Pass Flows in the Event of Levee or Dam Failure	If the project has the potential to impede or redirect flows from a levee or dam failure, such that there would be less than a one	During individual environmental review	Once	Local jurisdiction			



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	percent chance that flooding would extend to areas not previously mapped as inundation areas, redesign project, to the maximum extent practicable, such that the site would exhibit pre-project inundation conditions. This may be achieved through incorporation of culverts or bridges into the project design. Consult with their respective flood control agencies to ensure that the flooding risks of pre-project conditions would not increase.						
LAND USE							
LU-1a. Conduct Site-Specific Review of Project Design Improvements to Determine Effects on Established Communities	Prepare a detailed analysis of land uses adjacent to proposed improvements to identify specific impacts related to physical division of existing communities. Analysis of new road widths and specific project locations in relation to existing roads shall be analyzed when such design plans are available.	During individual environmental review	Once	Local jurisdiction			
LU-1b. Conduct Site-Specific Review of Project Design Improvements to Determine Effects on Established Communities and Design Project Improvements to Avoid or Minimize Physical Division of an Existing Community	Avoid the physical division of communities by a project where feasible. Measures to avoid the division would include realignment of the roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods. Where complete avoidance of an area is determined infeasible, measures to reduce the impact would include alignment shifts to minimize the area affected; reduction of the proposed right-of-way take to minimize the overall area of impact; provisions for bicycle, pedestrian, and vehicle access across improved roadways; or reduction of the visual impact of the improved roadway using landscaping, paving materials, or	During individual environmental review	Once	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
	road design.						
LU-2. Initiate a “Complete Streets” Technical Assistance Program	SACOG shall review and analyze the practices of local governments within the SACOG region and around the nation to identify appropriate “Best Practices” for complete street design within the SACOG region. “Complete Streets” means design of the right-of-way for all relevant modes of travel, including pedestrian, bicyclists and transit as well as automobiles. The best practices will address the functional needs of different types of streets, including arterials, major and minor collectors, and local streets. SACOG shall develop a curriculum, conduct educational seminars/workshops to disseminate the best practices information and provide technical assistance for local governments (public works and planning staff, planning commissioners and elected officials) and members of the private land use development, planning, engineering and design communities to assist the design and construction of “Complete Streets” throughout the MTP Plan Area.	During individual environmental review	Once	Local jurisdiction			
LU-3. Conduct Site-Specific Review of Project Design Improvements to Determine Conflict with NBHCP	Evaluate the impacts of a specific project on the NBHCP and revise the project to as necessary to conform to the requirements of the adopted NBHCP.	During individual environmental review	Once	Local jurisdiction			
LU-4. Amend NBHCP before building conflicting transportation projects and Obtain FESA and CESA Permits and Maintain Consistency with NBHCP	If a project is found to conflict with the NBHCP and the conflict cannot be mitigated within the constraints of the adopted NBHCP, the project shall not proceed until either: (1) the NBHCP is amended to fully cover the project relative to the Federal and California Endangered Species Acts, or (2) the project obtains the	During individual environmental review	Once	Local jurisdiction; USFWS			



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	necessary permits under the Federal and California Endangered Species Acts separate from the NBHCP. In either case, any “take” under either Act shall be fully mitigated before the project is completed.						
LU-6. Continue to Implement the Sacramento Region’s Blueprint growth strategy through the Community Design Grant Program and other Implementation Programs	SACOG has no land use authority and cannot directly affect the pattern that future land uses will take. However, it can strive to implement the Blueprint Vision through existing and new programs. SACOG shall continue to fund the regional Community Design Grant Program which funds transportation projects that are part of mixed-use, higher density developments. The Community Design component of the MTP for 2025 could encourage growth patterns that promote alternatives to the automobile by creating mixed-use developments that would include residences, shops, parks, and civic institutions linked to pedestrian-and-bicycle friendly public transportation centers. Projects would be awarded a Community Design grant if they incorporate design features such as improved street connectivity, public amenities, and a concentration of residences and jobs in proximity to transit routes. Implementation of this strategy could result in more balanced land use conditions throughout the region and less land converted to urban uses due to the higher-density, infill focus of the grant program.	Throughout implementation of 2035 RTP	Once	SACOG			
NOISE							
NOI-1. Employ Noise-Reducing Construction Practices	Undertake a detailed evaluation of noise impacts and identify project-specific mitigation measures, as necessary to	During environmental review; during construction activity	Once during plan review; periodically	Local jurisdiction			



Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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	<p>reduce construction noise to a level that is in compliance with local noise standards. Ensure adherence to the mitigation measures prior to construction and will document compliance with the adopted mitigation measures. The following are measures that may be implemented to minimize the effects of construction noise:</p> <ul style="list-style-type: none"> • Comply with all local sound control and noise level rules, regulations, and ordinances. • Limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends, or as required by local noise ordinances in effect for site-specific projects. • Require that equipment and trucks used for project construction utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds). • Require that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrical powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from 		during construction				



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	<p>the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.</p> <ul style="list-style-type: none"> • Locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be adequately muffled. • Designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator will be conspicuously posted at construction areas and on all advanced notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary. • Mitigate noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction. • Direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, 						



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	<p>rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.</p> <ul style="list-style-type: none"> • Prohibit pile-driving or blasting operations within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days, or as governed by local noise ordinances at site-specific locations. • Use sonic or vibratory pile drivers instead of impact pile drivers (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, provide acoustical enclosures as necessary to ensure that pile-driving noise does not exceed speech interference criterion at the closest sensitive receptor. • Limit pile driving in residential areas to daytime working hours. • Use engine and pneumatic exhaust controls on pile drivers as necessary to ensure that exhaust noise from pile driver engines is minimized to the extent feasible. • Where feasible, pre-drill pile holes to reduce potential noise and vibration impacts. 						
NOI-2. Employ Measures to Reduce Noise from Transportation Systems	Conduct a project level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified mitigation measures will be implemented	During individual environmental review	Once	Local jurisdiction			



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	<p>where feasible to reduce noise to be in compliance with applicable noise standards. Measurements that can be implemented include but are not limited to:</p> <ul style="list-style-type: none"> • Construction of barriers in the form of sound walls or earth berms to attenuate noise at adjacent residences. • Use of land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities. • Maximizing the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities. • Constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between the roadway and sensitive receptors. • Improvement of the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise. 						
POPULATION AND HOUSING							
POP-1. Develop and Implement a Relocation Plan	Develop and implement a relocation plan consistent with federal and state requirements to ensure that eligible residential, commercial, and industrial uses are compensated for moving costs and for residential/business replacement costs. Eligibility of specific residences or	During individual environmental review	Once	Local jurisdiction			



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	<p>businesses for compensation will be determined after evaluation of the specific improvement project.</p> <p>Federal and state laws require, where applicable, project proponents to implement federal and state guidelines for relocating and compensating displaced people and land uses. Use applicable relocation assistance programs (including those administered by local, state and federal governments) to compensate owners and tenants for the relocation costs of residential, commercial, and industrial uses displaced by MTP projects.</p> <p>For projects with the potential to displace homes or businesses, evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. If possible, existing rights-of-way should be used to the extent feasible.</p>						
PUBLIC SERVICES							
PS-1. Ensure that Road and Railroad Encroachment Permits Are Obtained and that Traffic Control Plans Are Prepared and Implemented	Ensure that prior to construction all necessary local and state road and railroad encroachment permits are obtained. Comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:	During individual environmental review	Once	Local jurisdiction			



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	<ul style="list-style-type: none"> • Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow and provide adequate access to schools, libraries, parks and other public facilities. • Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. • Scheduling of truck trips outside of peak morning and evening commute hours. • Limiting of lane closures during peak hours to the extent possible. • Usage of haul routes minimizing truck traffic on local roadways to the extent possible. 						
UTILITIES AND SERVICE SYSTEMS							
USS-1. Coordinate with utility service providers to locate and avoid impacts to utility lines	Conduct specific environmental reviews to evaluate the potential for impacts to utilities during the construction phase. Construction contractors should coordinate with utility service providers before project construction starts to ensure the continuation of services to the maximum degree feasible. Avoid all utility infrastructure during construction efforts. If existing infrastructure cannot be avoided, the construction contractor(s) should consult with the applicable service provider(s) prior to construction to coordinate the rerouting and/or relocation	During individual environmental review	Once	Local jurisdiction			



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	of these facilities. In addition, the utility service providers will be notified in advance of all service interruptions and will be given sufficient time to notify customers.						
USS-2. Ensure Adequate Water Supply Services Are Provided for MTP Projects	For MTP 2035 projects that require potable water service, project proponents should coordinate with water supply system operators to ensure that the existing water supply systems have the capacity to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility should be provided by the project proponent. In addition, wherever feasible, reclaimed water should be used for landscaping purposes instead of potable water.	During individual environmental review	Once	Local jurisdiction			

