

# CHAPTER 1.

## INTRODUCTION

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### 1.1 PLACER COUNTY TRANSPORTATION PLANNING AGENCY

The Placer County Transportation Planning Agency (PCTPA) is comprised of seven member jurisdictions: each of the six cities/towns within Placer County (the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville and the Town of Loomis) and the County of Placer. The PCTPA Board of Directors is comprised of eight elected officials and one member-at-large -- one member each from the six cities and town, and three members appointed by the Placer County Board of Supervisors. The PCTPA Technical Advisory Committee includes public works staff from each jurisdiction, Caltrans, and the Sacramento Area Council of Governments.

The PCTPA serves two principle designations: it is the Regional Transportation Planning Agency (RTPA) for Placer County, except for that portion of the county within the Tahoe Regional Planning Agency (TRPA) jurisdiction; and it is the Congestion Management Agency (CMA). The primary responsibilities as the RTPA are to administer transit funding, prepare and update (every two to four years) the County's Regional Transportation Plan (RTP), and prepare a Regional Transportation Improvement Plan (RTIP). The sole purpose of the CMA is to develop, and monitor compliance with, a Congestion Management Program (CMP). The CMP addresses the interrelationship between land use, air quality, and transportation, and establishes standards that encourage a balance of transportation modes. The CMP must be consistent with the RTP. (The CMP was adopted in 1997 and there are no plans to prepare an update.)

The Sacramento Area Council of Governments (SACOG) is the federally designated Metropolitan Planning Organization (MPO) for the six county Sacramento Metropolitan Area, which includes Placer County. As a result, SACOG acts as the MPO for those portions of Placer County excluding the Tahoe Basin and within the Federal Ozone Non-attainment Area.

PCTPA has the responsibility for the development and adoption of the RTP and RTIP for Placer County. SACOG has the responsibility for the development and adoption of the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). SACOG also has the responsibility for making findings of conformity required under Section 176 of the Federal Clean Air Act within the designated Federal Ozone Non-attainment Area. Under the terms of a Memorandum of Understanding PCTPA and SACOG entered into in 1993 (and updated in 2001), PCTPA submits the RTP for inclusion into the SACOG MTP. Similarly, the RTIP is included in SACOG's MTIP.

## 1.2 REGIONAL TRANSPORTATION PLAN NEED AND PURPOSE

### Need for the Plan

The PCTPA is responsible for developing and adopting an RTP that conforms with the most recent version the California Transportation Commission's Regional Transportation Plan Guidelines, most recently updated in 2003. Conforming RTP updates thereby ensure that PCTPA and its member jurisdictions continue to receive state and federal transportation planning and construction funds. In addition, because the PCTPA jurisdiction is in federally designated air quality non-attainment and maintenance areas, the PCTPA must submit an RTP every four years in order to ensure that proposed transportation improvements do not adversely affect regional air quality attainment goals.<sup>1</sup> The RTP must cover a period of at least 20 years into the future. The PCTPA's last RTP Update was completed in 2001, and had a planning horizon year of 2022. This 2027 Placer County RTP is an update of the 2022 RTP Update.

The 2027 RTP Update is developed to fulfill the state requirements of Assembly Bill 402<sup>2</sup>, and updated Regional Transportation Plan Guidelines of the California Transportation Commission (revised December 1999 and December 2003). The revised CTC Guidelines reflect new transportation planning requirements resulting from Senate Bill 45 and the Federal *Transportation Equity Act for the 21st Century* (TEA 21).

Under the terms of a Memorandum of Understanding between PCTPA and SACOG (May 2001), PCTPA submits the Placer County RTP for inclusion into the SACOG MTP. The 2027 RTP, pending review by SACOG, will become the Placer County portion of the SACOG MTP. This process allows the Placer County RTP, a locally developed plan, to be included in the regional air quality conformity process. The local planning process for the RTP includes a local consensus of policies, projects, programs, and funding decisions, which then become an integral part of the regional MTP.

### Purpose of the Plan

The RTP's main purpose is to facilitate development of a balanced, comprehensive, multi-modal regional transportation system. Regional Transportation Plans define a region's transportation goals and objectives, and provide policies and strategies with which to reach those goals.

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<sup>1</sup> Per U.S. Department of Transportation, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) regulations.

<sup>2</sup> Government Code Title 7, Chapter 2.5, Sections 65080-65082

The RTP examines the supply and demand for roads, transit, and other transportation systems in Placer County, and provides a comprehensive multi-modal strategy with which to meet identified transportation needs. The RTP covers a wide range of transportation issues, including traffic congestion, the special needs of the transportation-disabled, public transit, goods movement, recreational travel, bicycle and pedestrian facilities, aviation issues, and transportation financing.

The RTP covers a 20-year planning time frame to guide the long-range planning, development, and implementation of transportation projects in Placer County. Within the 20-year time frame, the RTP considers both short-term and long-term conditions and strategies. Many of the projects contained within the 2027 RTP have been carried forward from the 2022 RTP Update and from the Metropolitan Transportation Improvement Program (MTIP).

Specific functions of an RTP are to:

- Provide an assessment of the current modes of transportation and the potential of new travel options within the region;
- Predict the future needs for travel and goods movement;
- Identify and document specific actions necessary to address the region's mobility and accessibility needs;
- Be consistent (and sometimes included) with other related federal, state, and/or local transportation programs and plans;
- Identify project purpose and needs; and
- Provide an estimate of emissions impacts to demonstrate conformity with the air quality standards identified in the State Implementation Plan (SIP).

## 1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT

### Purpose of the EIR

As part of the *Placer County Regional Transportation Plan- 2022*, the PCTPA prepared and certified a Program Environmental Impact Report.

### Supplement to an EIR

This is a supplement to the previously certified *Placer County Regional Transportation Plan- 2022 Program Environmental Impact Report (EIR)*. Pursuant to California Environmental Quality Act (CEQA) Guideline §15163(b): “the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised,” and “a supplement augments a previously certified EIR to the extent necessary to address the conditions described in §15162 and to examine mitigation and project alternatives accordingly. It is intended to revise the previous EIR through supplementation.”

The subject of this supplemental Program EIR is the Placer County 2027 RTP, developed and subject to certification by the PCTPA. The PCTPA originated the proposed programs and actions for the 2027 RTP and, as such, is the lead agency for the purpose of developing and distributing environmental documentation.

This EIR fulfills the requirements of CEQA and is designed to inform decision-makers, responsible agencies, and the general public of the range of potential environmental impacts associated with approving, and subsequently implementing, the 2027 RTP. The purpose of the EIR is to provide local decision-makers and the public with an objective analysis of the potential environmental consequences of implementation of a set of improvements to the metropolitan transportation system. The information presented in this document is intended to provide a full disclosure of the potential impacts and to increase public awareness and participation in the regional transportation planning process. The EIR includes alternatives and mitigation measures designed to help avoid or minimize any potentially significant environmental impacts.

## Scope of a Program-Level EIR

CEQA Guidelines (§151681) define a Program EIR as:

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

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

Program EIRs can serve as the basic, general environmental assessment for an overall program that will be implemented through a series or group of later actions (i.e., as the environmental assessment for a *plan* that is comprised of a *group of projects*).

As a programmatic document, the Program EIR presents a region-wide assessment of the proposed RTP's potential impacts. The focus of this Program EIR is to address the impacts of projects that, individually or in the aggregate, may be regionally significant, and to highlight potential impacts that will need to be further evaluated once precise scopes, designs, and locations of transportation facilities are more clearly defined.

Specific analysis of site-specific impacts of individual projects is not the intended use of a Program EIR. Many specific projects are not currently defined to a level of detail that would allow for such an analysis. Individual specific environmental analysis of each project will be undertaken by the appropriate implementing agency prior to each project being considered for approval. Each of those individual later actions or projects would be required to comply with CEQA.

Local and project-specific impacts are more appropriately addressed at the time that specific projects and programs undergo environmental review by implementing transportation agencies, authorities, and local governments. A Program EIR has several advantages. It provides a basic reference document to avoid unnecessary repetition of facts or analysis. The Program EIR approach allows the lead agency to look at the broad, regional effects of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative effects. It is anticipated that this Supplemental Program EIR will assist PCTPA's member jurisdictions and Caltrans in future project-specific environmental reviews.

As a Program EIR, the preparation of this document does not relieve the sponsors of the projects listed in the RTP for 2027 from the responsibility of complying with the requirements of CEQA. As previously mentioned, individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA requirements. The lead agency responsible for reviewing these projects shall determine the level of CEQA review needed. The level of analysis needed and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of regional impacts in this Program EIR as a basis of their assessment of these regional or cumulative impacts.

## The Environmental Review Process

Pursuant to CEQA Guidelines §15163, the environmental review process for a Supplemental EIR is the same as for a draft EIR. The review process is outlined below.

**Notice of Preparation.** Public Resources Code (PRC) §21080.4 and the CEQA Guidelines §15802 require that the lead agency send notice of its determination to prepare an EIR to all affected responsible agencies, trustee agencies, and federal agencies. These agencies have 30 days to inform the lead agency with specific detail about the scope and content of the environmental information germane to the agency's area of statutory responsibility that must be included in the EIR. The Notice of Preparation (NOP) for this EIR was distributed April 15<sup>th</sup> 2005. The NOP, along with the responses, are included in Appendix A.

**Draft Environmental Impact Report.** The Draft Supplemental Program EIR contains the project description, environmental setting, significant environmental impacts and recommended mitigation measures, alternatives, and irreversible changes. The previous EIR prepared for the 2022 RTP (SCH 2001052072, is available for review at the PCTPA offices, 299 Nevada Street, Auburn CA.

**Public Review and Noticing.** The Draft Supplemental Program EIR is subject to public review for 45 days. The lead agency provides public notice of the availability of a Draft EIR and sends a Notice of Completion to the State Clearinghouse.

Environmental Review Process for the:

### **Placer County 2027 RTP Supplemental Program EIR**

- Notice of Preparation distributed *April 15, 2005*
- Draft EIR prepared *February - May, 2005*
- Draft EIR distributed for 45-day public review *May 25 – July 11, 2005*
- Public meeting including opportunity to comment on Draft EIR *June 22, 2005*
- Final EIR prepared and distributed by *August 24, 2005*
- PCTPA Board of Directors requested to certify EIR by *September 28, 2005*

Pursuant to CEQA Guidelines (§15206), the Draft EIR will be released for a 45-day public review period. The PCTPA will make copies available for public viewing, including a copy made available at the PCTPA office. The PCTPA Board will hold a public meeting to hear comments on the Draft EIR. The tentative date for this public meeting is June 22, 2005. Notices will be distributed to all interested agencies and persons in advance of the public hearing and board meeting.

Interested Parties are encouraged to submit comments in writing directly to the PCTPA:

Placer County Transportation Planning Agency  
Attn: Linda Aeschliman, Senior Planner  
299 Nevada Street  
Auburn, CA 95603

Alternatively, written comments may be sent via fax to (530) 823- 4036, or via e-mail to [pctpa@pctpa.org](mailto:pctpa@pctpa.org) (The web page address is <http://www.pctpa.org>.)

**Final Supplemental Program Environmental Impact Report.** After receiving public and agency comments, the PCTPA and its EIR consultants will prepare the Final EIR, which shall include comment letters received during the public review period, responses to comments on the EIR, and revisions to the Draft EIR. The Final EIR is tentatively scheduled for public release approximately 45 days after the close of the Draft EIR public review period. The Final EIR (which encompasses the Draft EIR) will be presented to the PCTPA Board of Directors for certification at a regularly scheduled Board meeting, which is open to the public.

**Certification of the Final EIR.** The PCTPA Board of Directors will certify that:

- 1) the SPEIR was completed in compliance with CEQA;
- 2) the SPEIR was presented to the PCTPA Board of Directors (the lead agency decision-making body); and
- 3) the PCTPA Board of Directors reviewed and considered the information in the Final EIR prior to approving the 2027 RTP Update;
- 4) the Board must certify that the EIR reflects the independent judgment of the lead agency.

**Adoption of the RTP.** After certification of the Final EIR, the PCTPA Board of Directors will consider approving the 2027 RTP Update. The PCTPA Board may choose to:

- 1) not adopt the RTP because of its potential significant environmental effects;
- 2) require changes to the RTP to reduce or avoid significant environmental effects; or
- 3) approve the RTP despite its potential for significant environmental effects, if the proper findings and statement of overriding considerations are adopted. The mitigation measures in the EIR will be adopted as policies in the 2027 RTP.

**Mitigation Monitoring.** Adopting the mitigation measures as 2027 RTP policies is considered implementation of the mitigation measures for purposes of the proposed program (the RTP).

**Notice of Determination.** Within five days of adopting the 2027 RTP, PCTPA must file a Notice Of Determination (NOD) with the Placer County Clerk and send one to anyone previously requesting such notice. The filing of the NOD and the posting of such notice starts a 30-day statute of limitations on court challenges to the approval of the 2027 RTP under CEQA.

## Further Environmental Review of RTP Improvement Projects

Each RTP improvement will require additional, specific environmental review by the lead agency responsible for implementing the project (e.g. Caltrans, PCTPA, County of Placer, City of Auburn, Town of Loomis, etc.). Under certain circumstances, some improvement projects may be subject to environmental evaluation under National Environmental Policy Act (NEPA), such as when federal monies are involved in funding the project.

For site-specific projects, PCTPA will be responsible for commenting on environmental documents; lead agencies will be responsible for implementing and monitoring the mitigation measures associated with those projects.

## 1.4 ORGANIZATION OF THE DRAFT SUPPLEMENTAL PROGRAM EIR

This Supplemental Program EIR has been organized to be consistent with the format used in the Sacramento Association of Governments (SACOG) Metropolitan Transportation Plan EIR.

Following this **Chapter 1. Introduction**, which describes the Placer County Transportation Planning Agency (PCTPA); the purpose of RTP; and the CEQA EIR process, the remainder of the Draft EIR is organized as described below.

**Chapter 2. Description of Plan Options (Proposed & Alternatives):** Describes the plan area, a more detailed description of the development of the 2027 RTP, and a summary of the Regional Transportation Plan options (the proposed RTP plus three alternatives).

**Chapter 3. Environmental Setting & Proposed Plan's Potential Impacts:** Describes the existing environmental and regulatory setting, and the impacts analysis and mitigation measures for the proposed RTP's potential environmental impacts on the following environmental issues:

- 3.1 Population and Housing
- 3.2 Land Use
- 3.3 Mobility and Access
- 3.4 Air Quality

- 3.5 Noise
- 3.6 Water Resources
- 3.7 Biological Resources
- 3.8 Cultural and Historic Resources
- 3.9 Aesthetics
- 3.10 Utilities and Services
- 3.11 Energy Consumption and Dependence
- 3.12 Hazardous Materials Transport

**Chapter 4. Comparison of Plan Alternatives:** Describes the potential environmental impacts of the three plan alternatives to the proposed RTP.

**Chapter 5. Long-Term Effects:** Describes the potential long-term environmental effects associated with each of the plan options: significant unavoidable environmental changes; significant irreversible environmental impacts; growth inducement; and cumulative impacts.

**Chapter 6. Document Preparers.**

**Appendices A and B.** Notice of Preparation and RTP 2027 Project List (including funded and unfunded projects).

## 1.5 IMPACT AND MITIGATION SUMMARY

Tables 1.1 and 1.2 summarize all impacts and proposed mitigation measures included in Chapter 3 of this EIR. Since this is a supplemental EIR, the table also indicates changes from mitigation contained in the 2022 RTP EIR. The table also indicates where mitigation measures are similar to those in the SACOG MTP EIR.

**Table 1.1 Impact and Mitigation Summary Table**

Impact	Level of Impact	Mitigation	Change from 2022 EIR	Relationship to MTP
<b>3.1 POPULATION AND HOUSING</b>				
<b>3.1-1</b> Overall population, housing and employment growth, and dispersion in Placer County.	Potentially significant.	<b>3.11(a)</b> Jurisdictions shall monitor transportation impacts of local land use decisions. The RTP is intended to mitigate the impact of planned growth consistent with local general plans and EIRs. Should the local general plans be amended, local jurisdictions are required to evaluate proposed amendments to determine whether additional action needs to be taken.	No Change	
<b>3.1-2</b> Changes in the distribution of the population within Placer County.	Less-than-significant.	None required.		
<b>3.1-3</b> Existing housing within Placer County in the immediate vicinity of planned improvements.	Less-than-significant.	None required.		
<b>3.2 LAND USE PLANNING</b>				
<b>3.2-1</b> Conflict with adopted environmental and planning documents within and affecting Placer County.	Less-than-significant .	<b>3.2-1(a)</b> Individual projects included within the 2027 RTP shall be reviewed for consistency by local jurisdictions and, as appropriate, transportation agencies, with applicable local and state plans, programs and policies at the time the individual projects are implemented.	New	Added from MTP EIR.
<b>3.2-2</b> Disruption of the natural ecology and community development patterns along various roadways.	Significant and unavoidable.	<b>3.2-2(a)</b> Where vegetation removal occurs, areas outside the travelway should be revegetated with comparable size and species of trees and shrubs to the extent feasible.	New	Added from MTP EIR.
		<b>3.2-2(b)</b> Whenever feasible, specific roadway alignments shall be designed to avoid existing structures.	New	Added from MTP EIR.
		<b>3.2-2(c)</b> Implement safety procedures including warning signs,	New	Added from

Impact	Level of Impact	Mitigation	Change from 2022 EIR	Relationship to MTP
		traffic cones, flaggers, traffic regulating devices, as necessary.		MTP EIR.
		<b>3.2-2(d)</b> Individual projects should be designed to minimize long-term community disruption by maintaining access between residential and community services.	New	Added from MTP EIR.
<b>3.2-3:</b> Disturbance or loss of significant agricultural resources in the county.	Potentially significant.	<b>3.2-3(a)</b> Individual projects shall be consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.	New	Added from MTP EIR.
		<b>3.2-3(b)</b> For projects in agricultural areas, project implementing agencies shall contact the California Department of Conservation and each county’s Agricultural Commissioner’s office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy. Individual projects shall be consistent with federal, state, and local policies that preserve agricultural.	New	Added from MTP EIR.
		<b>3.2-3(c)</b> Prior to final approval of each project, the implementing agency shall establish conservation easement programs to mitigate impacts to prime farmland.	New	Added from MTP EIR.
		<b>3.2-3(d)</b> Prior to final approval of each project, the implementing agency shall avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.	New	Added from MTP EIR.
		<b>3.2-3(e)</b> Prior to final approval of each project, the implementing agency shall encourage enrollments of agricultural lands into the Williamson Act program.	New	Added from MTP EIR.
<b>3.3 TRANSPORTATION</b>				
<b>3.3-1</b> Effects on traffic conditions and transit use.	Less-than-significant.	None required.		

<b>3.3-2</b> Effects on improving transportation system performance.	Considered beneficial.	None required.	
<b>3.3-3</b> Resolve LOS deficiencies on several roadways.	Potentially significant and unavoidable.	<b>3.3-3 (a)</b> The jurisdictions shall continuously monitor and model the transportation network in order to evaluate LOS deficiencies.	No Change
<b>3.3-4</b> Resolve Identified Deficiencies in the Areas of Public Transportation, Non-Motorized Transportation, Aviation, and Transportation Systems Management.	Potentially significant and unavoidable	<b>3.3-4(a)</b> The ongoing update of the jurisdictions’ general plans and community plans, in addition to future plan revisions, shall fully integrate the adopted programs, policies, and improvements of the RTP, as appropriate.	No Change
		<b>3.3-4(b)</b> In conjunction with updating local general plans, the jurisdictions should consider the development of programs and design standards to facilitate viable pedestrian and non-motorized travel.	No Change

**3.4 AIR QUALITY**

<b>3.4-1</b> Motor vehicle emissions increases on various roadways which would impede the attainment of air quality standards.	Significant and unavoidable.	<b>3.4-1(a)</b> Implement development of planned railway projects.	No Change
		<b>3.4-1(b)</b> The jurisdictions shall fully implement the policies that set trip reduction goals for facilities and operations, develop a model program to attain the goals, and monitor the results. The program may include flexible and compressed work schedules, commuter matching services for vanshare and rideshare programs, telecommuting, preferential carpool/vanpool parking, parking pricing, and transit subsidies.	No Change

		<p><b>3.3-1(c)</b> The jurisdictions should consider conversion of their vehicles to use Clean Alternative Fuels/Low Emissions Vehicles (CAF/LEV), such as those utilizing methanol, ethanol, natural gas, electric power, propane, and reformulated gasoline, in accordance with the Placer County Air Quality Attainment Plan.</p>	<p>No Change</p>
		<p><b>3.3-1(d)</b> The jurisdictions should cooperate with the business and commercial community to plan and implement the infrastructure needed for CAF/LEV use, and that is designed to accelerate the introduction of CAF/LEV technologies. The jurisdictions should also encourage responsible agencies to streamline procedures for reviewing and permitting such facilities.</p>	<p>No Change</p>
		<p><b>3.3-1(e)</b> The jurisdictions should pursue adequate funding through all available funding sources for transit so that transit is a viable transportation alternative.</p>	<p>No Change</p>
<p><b>3.4-2</b> Construction of the proposed highway improvements would result in additional short-term emissions of CO, PM<sub>10</sub>, ROG, and NO<sub>x</sub>.</p>	<p>Short-term significant and unavoidable.</p>	<p><b>3.4-2(a)</b> Caltrans, jurisdictions, and other agencies with responsibility for implementing projects included in the RTP and RTIP should ensure that all construction contracts include the following or substantially similar or improved requirements of contractors:</p> <ol style="list-style-type: none"> <li>1. The contractor shall water in late morning and at the end of the day all earth surfaces during clearing, grading, earthmoving, and other site preparation activities.</li> <li>2. The contractor shall use tarpaulins or other effective covers for haul trucks which travel on public streets.</li> <li>3. The contractor shall sweep streets adjacent to the project at the end of the day.</li> <li>4. The contractor shall schedule clearing, grading, and earthmoving activities during periods of low wind speeds and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour.</li> <li>5. The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads.</li> <li>6. Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. As a general rule, vehicle</li> </ol>	<p>No Change</p>

		<p>idling should be kept below 10 minutes.</p> <p>7. The contractor’s construction equipment shall be properly maintained and in good operating condition.</p> <p>8. During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.</p> <p>9. The contractors should utilize new technologies to control ozone precursor emissions as they become available and feasible.</p> <p>10. Construction equipment shall utilize low sulfur fuels.</p> <p>11. Contractors shall discontinue operations during second stage smog alerts.</p> <p>12. Truck wheel washers shall be installed before the roadway entrance at construction sites.</p> <p>13. Paving, curbing, or vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles would potentially drive shall be required.</p>	
		<p><b>3.4-2(b)</b> The jurisdictions shall adopt and implement a policy to require as part of the review and approval process for land use entitlements, that construction or demolition projects and operations that disturb earth materials or transport them have a dust control and mitigation plan to control and monitor dust emissions. The jurisdictions shall further require that the plan be approved by the Placer County APCD. The plan is to include the use of such measures as watering or dust suppressant use, covering or protection of storage piles, provisions for stopping operations on windy days, covering of open haul trucks, and sweeping and cleaning operations.</p>	No Change
		<p><b>3.4-2(c)</b> The jurisdictions shall adopt a policy to review street and road cleaning operations to minimize dust generation, especially during summer and autumn dry seasons.</p>	No Change
<p><b>3.4-3</b> Development of the proposed highway improvements could result in additional short-term emissions of asbestos.</p>	Significant.	<p><b>3.4-3(a)</b> The jurisdictions shall adopt a policy to require, as a part of the review and permit processes, that demolition of structures be performed in accordance with state regulations pertaining to asbestos removal and release of asbestos fibers to the ambient air.</p>	No Change

**3.5 NOISE**

<p><b>3.5-1</b> Grading and construction activities associated with the proposed projects identified in the 2027 RTP would intermittently and temporarily generate noise.</p>	<p>Potentially significant.</p>	<p><b>3.5-1(a)</b> Project-implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.5-1(b)</b> Project implementing agencies shall 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.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.5-1(c)</b> Equipment and trucks used for project construction shall utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.5-1(d)</b> Impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about ten dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of five dBA. Quieter procedures will be used such as drilling rather than impact equipment whenever feasible.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.5-1(e)</b> Project-implementing agencies shall ensure that stationary noise sources will be located as far from sensitive receptors as possible. If they must be located near existing receptors, they shall be adequately muffled.</p>	<p>New</p>	<p>Added from MTP EIR.</p>

<p><b>3.5-1(f)</b> The project implementing agencies shall 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.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
<p><b>3.5-1(g)</b> Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence shall be mitigated by the project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
<p><b>3.5-1(h)</b> Project implementing agencies shall 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, 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>	<p>New</p>	<p>Added from MTP EIR.</p>
<p><b>3.5-1(i)</b> Project implementing agencies shall implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
<p><b>3.5-1(j)</b> No pile-driving or blasting operations shall be performed 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. Any variance from this condition shall be obtained from the project proponent and must be approved by the local jurisdiction.</p>	<p>New</p>	<p>Added from MTP EIR.</p>

		<b>3.5-1(k)</b> Wherever possible, sonic or vibratory pile drivers shall be used instead of impact pile drivers (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures shall be provided as necessary to ensure that pile driving noise does not exceed speech interference criterion at the closest sensitive receptor.	New	Added from MTP EIR.
		<b>3.5-1(l)</b> In residential areas, pile driving shall be limited to daytime working hours.	New	Added from MTP EIR.
		<b>3.5-1(m)</b> Engine and pneumatic exhaust controls on pile drivers shall be required as necessary to ensure that exhaust noise from pile driver engines are minimized to the extent feasible.	New	Added from MTP EIR.
		<b>3.5-1 (n)</b> Where feasible, pile holes shall be pre-drilled to reduce potential noise and vibration impacts.	New	Added from MTP EIR.
<b>3.5-2</b> Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels	Potentially significant.	<b>3.5-2(a)</b> As part of the appropriate environmental review of each project, a project specific noise evaluation shall be conducted and appropriate mitigation identified and implemented.	New	Added from MTP EIR.
		<b>3.5-2(b)</b> Project implementation agency shall construct vegetative earth berms or add vegetation to attenuate roadway noise from residences.	New	Added from MTP EIR.
		<b>3.5-2(c)</b> Project implementation agencies shall employ 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.	New	Added from MTP EIR.
		<b>3.5-2(d)</b> Project implementation agencies shall maximize 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.	New	Added from MTP EIR.
		<b>3.5-2(e)</b> Project implementation agencies shall construct sound-reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls.	New	Added from MTP EIR.

Constructing roadways below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

A sound wall shall be constructed, if the following criteria are met:

1. Residential property built prior to the freeway or prior to a major widening, and;
2. The freeway segment identified shall have an hourly noise level that exceeds the 67-decibel (Leg) threshold, and the soundwall must be able to achieve at least a five-decibel reduction, and in accordance with Caltrans requirements, the costs to implement a soundwall are limited to \$35,000 per residential unit (1987 dollars).

<b>3.5-2(f)</b> Project implementation agencies shall improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.	New	Added from MTP EIR.
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**3.6 WATER RESOURCES**

<b>3.6-1</b> Increased Flooding Hazards.	Implementation of mitigation measures would reduce this impact to less than-significant levels.	<b>3.6-1(a)</b> Transportation network improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.	New	Added from MTP EIR.
		<b>3.6-1(b)</b> Proposed transportation improvements shall avoid flood hazard areas where possible.	New	Added from MTP EIR.
		<b>3.6-1(c)</b> Projects shall be designed so that they do not increase downstream flooding risks by substantially increasing peak runoff volumes. This could be achieved by increasing the size of local flood control facilities serving the project area(s), or by including detention ponds in designs for roadway medians, parking areas, or other facilities.	New	Added from MTP EIR.

		<b>3.6-1(d)</b> Projects shall be designed to allow lateral transmission of stormwater flows across transportation corridors with no increased risk of upstream flooding. Culverts and bridges shall be designed to adequately carry drainage waters through project sites. The bottom of overpass structures shall be elevated at least one foot above the 100-year flood elevation at all stream and drainage channel crossings. Transportation infrastructure must be designed to prevent elevating the 100-year flood plain in residential areas.	New	Added from MTP EIR.
		<b>3.6-1(e)</b> All roadbeds for new highway and rail transit facilities shall be elevated at least one foot above the 100-year base flood elevation.	New	Added from MTP EIR.
		<b>3.6-1(f)</b> Natural riparian conditions near construction sites shall be maintained, wherever possible, to minimize effects at stream crossings. Single-span bridges should be used whenever feasible.	New	Added from MTP EIR.
		<b>3.6-1(g)</b> Improvement projects on existing facilities shall include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include construction of detention basins or structures that will delay peak flows and reduce velocity. System designs shall be designed to eliminate increases in peak flow rates from current levels.	New	Added from MTP EIR.
		<b>3.6-1(h)</b> Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the use of detention basins, vegetated areas, and velocity dissipaters to reduce peak flows where possible.	New	Added from MTP EIR.
<b>3.6-2</b>	Surface Water Quality Affected by Increased Urban and Construction Runoff.	Less than-significant.		
		<b>3.6-2(a)</b> Transportation improvements shall comply with federal, state, and local regulations regarding storm water management. State-owned freeways must comply with the Storm Water Discharge NPDES permit for Caltrans facilities.	New	Added from MTP EIR.
		<b>3.6-2(b)</b> Project implementation agencies shall ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers, to prevent pollution of adjacent water resources by runoff. Wherever feasible, detention basins shall be equipped with oil and grease traps which will be cleaned regularly.	New	Added from MTP EIR.

		<b>3.6-2(c)</b> Project implementation agencies shall ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are provided to prevent water quality degradation.	New	Added from MTP EIR.
		<b>3.6-2(d)</b> SWPPPs shall be submitted to the SWRCB prior to the commencement of construction activities for proposed transportation improvement projects. Best management practices shall be implemented for construction site erosion and spill control.	New	Added from MTP EIR.
		<b>3.6-2(e)</b> Projects requiring the discharge of dredged or fill materials into U.S. waters, including wetlands, shall comply with applicable regulations including the requirement to obtain a permit from the U.S. Army Corps of Engineers and the RWQCB in compliance with Sections 404 and 401 of the federal Clean Water Act.	New	Added from MTP EIR.
<b>3.6-3</b> Increased Impervious Surfaces Reduce Groundwater Infiltration.	Potentially Significant.	<b>3.6-3(a)</b> Drainage of roadway runoff shall be designed to run through grass median strips, contoured to provide adequate storage capacity and to provide overland flow, detention, and infiltration before it reaches culverts. Detention basins and ponds, aside from controlling runoff rates, can also remove particulate pollutants through settling.	New	Added from MTP EIR.
		<b>3.6-3(b)</b> Proper erosion control measures shall be implemented during construction, such as jute netting, straw mulches, chemical mulches, temporary retention ponds, or quick revegetation. Other control measures include limiting the amount of exposed area and preventing construction vehicles and equipment from passing through or near natural drainages.	New	Added from MTP EIR.
		<b>3.6-3(c)</b> Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes in undeveloped areas.	New	Added from MTP EIR.

		<b>3.6-3(d)</b> In areas where habitat for fish and other wildlife would be threatened by transportation facility discharge, alternate drainageways shall be sought to protect sensitive fish and wildlife populations. Heavy-duty sweepers, with disposal of collected debris in sanitary landfills, should be used to effectively reduce annual pollutant loads. Catch basins and storm drains should be cleaned and maintained on a regular basis.	New	Added from MTP EIR.
		<b>3.6-3(e)</b> Detention basins, infiltration strips, and other features to facilitate groundwater recharge shall be incorporated into the design of new freeway and roadway facilities whenever feasible.	New	Added from MTP EIR.
<b>3.6-4</b> Groundwater Impacts Due To Installation of Transportation Infrastructure.	Less than-significant levels.	<b>3.6-4(a)</b> Project implementation agencies shall avoid designs that require continual dewatering for the life of the project, where possible. For projects requiring continual dewatering facilities, project implementation agencies shall ensure that projects implement monitoring systems, including long-term administrative procedures, to ensure proper operations for the life of the project. Construction designs should comply with appropriate building codes and standard practices including the Uniform Building Code.	New	Added from MTP EIR.

**3.7 BIOLOGICAL RESOURCES**

<b>3.7-1</b> Adverse Impacts to Wetlands and Special Status Plant Species, Animal Species, and Habitat.	Significant and unavoidable.	<b>3.7-1(a)</b> Mitigation for impacts to wetlands and special status species would be determined based on the impact assessments developed for each proposed project prior to implementation. Mitigation would be determined in consultation with the appropriate federal, state, and local agency representatives and would be consistent with all applicable laws and regulations.	No Change	
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**3.8 CULTURAL AND HISTORIC RESOURCES**

<b>3.8-1</b> Development of Highway, Arterial, Bridge Crossing and Transit Projects May Impact Historic	Less-than-significant	<b>3.8-1(a)</b> As part of the appropriate environmental review of an individual project, the project implementation agencies shall identify potential impacts to historic resources. A record search at the appropriate Information Center shall be conducted to determine whether the project area has been previously surveyed and whether	New	Added from MTP EIR.
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Resources.

resources were identified.

As necessary, prior to construction activities, the project implementation agencies shall obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources.

**3.8-1(b)** The project implementation agencies shall comply with Section 106 of the National Historic Preservation Act if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register of Historic Places. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measure may include, but are not limited to the following: the project implementation agencies shall carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, relocation, or reconstruction of any impacted historic resource, which shall be conducted in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

In some instances, the following mitigation measure may be appropriate in lieu of the previous mitigation measure: the project implementation agencies shall secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings, as mitigation for the effects of demolition of a resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.

New

Added from MTP EIR.

<p><b>3.8-2</b> Construction Activities Involving Excavation and Earthmoving May Encounter Archaeological Resources.</p>	<p>Potentially significant.</p>	<p><b>3.8-2(a)</b> As part of the appropriate environmental review of individual projects, the project implementation agencies shall consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.8-2(b)</b> Prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.8-2(c)</b> As necessary prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center shall make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.8-2(d)</b> If the record search indicates that the project is located in an area rich with cultural materials, the project proponent shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.8-2(e)</b> Construction activities and excavation shall be conducted to avoid cultural resources (if found). If avoidance is not feasible, further work may need to be done to determine the importance of a resource. The project implementation agencies shall obtain a qualified archaeologist familiar with the local archaeology, and/or an architectural historian should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource shall be mitigated.</p>	<p>New</p>	<p>Added from MTP EIR.</p>

		<b>3.8-2(f)</b> The project implementation agencies shall stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.	New	Added from MTP EIR.
<b>3.8-3</b> Construction activities involving excavation and earthmoving may encounter paleontological materials.	Potentially significant.	<b>3.8-3(a)</b> As part of the appropriate environmental review of individual projects, the project implementation agencies shall obtain a qualified paleontologist to identify and evaluate paleontological resources where potential impacts are considered high; the paleontologist shall also conduct a field survey in these areas.	New	Added from MTP EIR.
		<b>3.8-3 (b)</b> Construction activities shall avoid known paleontological resources, especially if the resources in a particular lithic unit formation have been determined through detailed investigation to be unique. If avoidance is not feasible, paleontological resources shall be excavated by the qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be displayed.	New	Added from MTP EIR.
<b>3.8-4</b> Construction activities involving excavation and earthmoving may encounter human remains.	Less-than-significant	3.8-4(a) As part of the appropriate environmental review of individual projects, the project implementation agencies, in the event of discovery or recognition of any human remains (other than in a dedicated cemetery) during construction or excavation activities associated with the project shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, the coroner shall contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner shall 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. The recommendation may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.		

If the Native American Heritage Commission is unable to identify a descendant; or the descendant failed to make a recommendation within 24 hours after being notified by the commission; or the landowner or his 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, then: the landowner or his authorized representative shall obtain a Native American monitor, and an archaeologist if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.

### 3.9 AESTHETICS

<b>3.9-1</b> Alteration of Placer County Visual Character Due to Plan Implementation.	Less-than-significant	<b>3.9-1(a)</b> Prior to implementation of individual roadway improvement projects proposed for state or county scenic routes, further study shall be completed to determine the specific visual effects of these projects, and appropriate project-specific mitigation measures shall be proposed to reduce these impacts.	No Change
		<b>3.9-1(b)</b> Where feasible, native vegetation shall be reintroduced along rural roadways after implementation of proposed roadway improvement projects to integrate the proposed projects with the existing visual character of the surrounding area.	No Change
<b>3.9-2</b> Increase the amount of light and glare present in some areas of Placer County.	Less-than-significant.	None required.	
<b>3.9-3</b> Reduced amount of open space in Placer County, thereby contributing to the cumulative loss of existing open space views within the region.	Less-than-significant	None required.	

**3.10 UTILITIES AND SERVICES**

<p><b>3.10-1</b> Construction and implementation of the projects included in the 2027 RTP could affect the level of police, fire, and emergency medical services in Placer County.</p>	<p>Less-than-significant</p>	<p><b>3.10-1(a)</b> 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.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-1(b)</b> 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.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-1(c)</b> Scheduling of truck trips outside of peak morning and evening commute hours.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-1(d)</b> Limiting of lane closures during peak hours to the extent possible.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-1(e)</b> Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-1(f)</b> Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-1(g)</b> Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-1(h)</b> Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions shall be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction</p>	<p>New</p>	<p>Added from MTP EIR.</p>

activities and the locations of detours and lane closures.

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<b>3.10-1(i)</b> Storage of construction materials only in designated areas.	New	Added from MTP EIR.
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<b>3.10-1(j)</b> Coordination with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.	New	Added from MTP EIR.
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<b>3.10-1(k)</b> Projects identified in the RTP that require police protection, fire service, and emergency medical service shall coordinate with the local fire department and police department to ensure that the existing public services and utilities would be able to handle the increase in demand for their services. If the current level of services at the project site are found to be inadequate, infrastructure improvements and personnel requirements for the appropriate public service shall be identified in each project's CEQA review.	New	Added from MTP EIR.
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<b>3.10-1(l)</b> The growth inducing potential of individual projects shall be carefully evaluated so that the full implications of the project are understood. Individual environmental documents shall quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities. Lead and responsible agencies should then make any necessary adjustments to the applicable general plan.	New	Added from MTP EIR.
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<p><b>3.10-2</b> Construction and implementation of the projects included in the 2027RTP could affect the demand for power, solid waste, wastewater, and drinking water services in Placer County.</p>	<p>Less-than-significant</p>	<p><b>3.10-2(a)</b> Projects identified in the RTP that require wastewater service, solid waste collection, or potable water service shall coordinate with the local public works department to ensure that the existing public services and utilities would be able 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 shall be identified in each project’s CEQA documentation.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-2(b)</b> Wherever feasible, reclaimed water instead of potable water shall be used for landscaping purposes.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-2(c)</b> Each of the proposed projects identified in the RTP shall comply with applicable regulations related to solid waste disposal.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-2(d)</b> The construction contractor shall work with the County Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
		<p><b>3.10-2(e)</b> The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
<p><b>3.10-3</b> Construction of projects included in the RTP may uncover and potentially sever underground utility lines (sewer, gas, electricity, telephone and water).</p>	<p>Less-than-significant</p>	<p><b>3.10-3(a)</b> Prior to construction, the implementing agency or contractor shall identify the locations of existing utility lines. Avoidance of all known utility lines during construction shall also be implemented.</p>	<p>New</p>	<p>Added from MTP EIR.</p>
<p><b>3.11 ENERGY CONSUMPTION AND DEPENDENCE</b></p>				
<p><b>3.11-1</b> The implementation of the 2027 RTP will impact electricity demand by creating additional transportation routes and facilities that will</p>	<p>Less-than-significant</p>	<p><b>3.11.1(a)</b> For any project anticipated to require substantial electrical usage, the project implementation agency shall submit projected electricity demand calculations to the local electricity provider for its analysis. Any infrastructure improvements necessary for project construction shall be completed according to the specifications of the</p>	<p>New</p>	<p>Added from MTP EIR.</p>

require electricity service.		electricity provider.		
		<b>3.11.1(b)</b> Use of solar powered lighting shall be undertaken as feasible to reduce the electricity demand on the local service provider.	New	Added from MTP EIR.
<b>3.11-2</b> The implementation of the 2027 RTP will impact natural gas demand by creating additional transportation routes and facilities in the County that may require natural gas service.	Less-than-significant	<b>3.11.2(a)</b> For any project anticipated to require natural gas, the project implementation agency will submit projected natural gas demand calculations to the local natural gas provider for analysis. Any infrastructure improvements necessary for project construction shall be completed according to the specifications of the natural gas provider.	New	Added from MTP EIR.
<b>3.11.3</b> The implementation of the 2027 RTP could impact petroleum and diesel demand by changing travel patterns, characteristics, and behaviors in Placer County which will reduce the amount of petroleum or diesel for operation compared to the No Project Option.	Considered beneficial.	None required.	New	Added from MTP EIR.

**3.12 HAZARDOUS MATERIALS TRANSPORT**

<b>3.12-1</b> Construction and maintenance activities associated with the implementation of the RTP could potentially result in solvent and architectural coating use that may be considered hazardous if not used, stored, or disposed of	Potentially significant.	<b>3.12-1(a)</b> Materials that are left over upon the completion of projects included in the 2027 RTP shall be stored properly and used for other transportation projects or purposes. Such use or reuse would reduce the amount of excess materials that would require disposal.	New	Added from MTP EIR.
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properly.

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<b>3.12-1(b)</b> Project implementing agencies shall take steps to minimize the risk associated with handling hazardous materials in the process of facility construction.	New	Added from MTP EIR.
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<b>3.12-2</b> Implementation of the RTP could potentially result in decreased safety risks due to the transport of hazardous materials.	Considered beneficial.
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**Table 1.2 Summary of Changes and Impacts**

**SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL CHANGES**

- Loss of non-renewable resources (building materials for proposed facilities and roadways).
- Displacement or relocation of residences and businesses through acquisition of land and buildings necessary for roadway improvement.
- Disruption or division of a community by separating community facilities, restricting community access and eliminating community amenities.
- Construction and implementation of the proposed highway and arterial and transit identified in the 2027 RTP projects would impact sensitive receptors located in the vicinities.
- Construction and implementation of the projects included in the proposed 2027 RTP would result in the loss of open space areas.
- Implementation of the proposed 2027 RTP would result in the disturbance and/or loss of agricultural areas in Placer County. Particulate matter (PM10) emissions are expected to increase during the planning period for the 2027 RTP, primarily because of the significant increase in vehicle miles of travel expected with or without the transportation improvements proposed in the 2027 RTP.
- Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and new use of new transit facilities as well as increased use of existing transit facilities, etc.).
- Displacement of natural vegetation, and thus wildlife habitat, by construction of a new highway, rail, or other facility in previously undisturbed land.
- Displacement of riparian or wetland habitat that affects water resource values.
- New transportation corridors may form a barrier to animal migration or foraging routes causing habitat fragmentation.
- Construction activities involving excavation and earthmoving may encounter previously unknown archaeological resources.
- Construction activities involving excavation and earthmoving may encounter previously unknown and potentially significant paleontological materials.
- Construction and implementation of the individual projects could potentially block or impede scenic resources as seen from the transportation facility or from the surrounding area.
- Construction and implementation of the proposed project could alter the appearance of scenic resources along or near designated scenic highways and/or vista points.
- Construction and implementation of the proposed project could create significant contrasts with the overall visual character of the existing landscape setting.

## SIGNIFICANT IRREVERSIBLE IMPACTS

- Loss of non-renewable resources (building materials for proposed facilities and roadways).
  - The project could potentially displace or relocate residences and businesses through acquisition of land and buildings necessary for roadway improvement.
  - The project has the potential to disrupt or divide a community by separating community facilities, restricting community access and eliminating community amenities.
  - Construction and implementation of the projects included in the proposed 2027 RTP would result in the loss of open space areas.
  - Implementation of the proposed 2027 RTP would result in the disturbance and/or loss of agricultural areas in Placer County.
  - Particulate matter (PM<sub>10</sub>) emissions are expected to increase during the planning period for the 2027 RTP, primarily because of the significant increase in vehicle miles of travel expected with or without the transportation improvements proposed in the 2027 RTP.
  - Displacement of natural vegetation, and thus wildlife habitat, by construction of a new highway, rail, or other facility in previously undisturbed land.
  - Displacement of riparian or wetland habitat that affects water resource values.
  - New transportation corridors may form a barrier to animal migration or foraging routes causing habitat fragmentation.
  - Construction activities involving excavation and earthmoving may encounter existing historical resources.
  - Construction activities involving excavation and earthmoving may encounter previously unknown archaeological resources.
  - Construction activities involving excavation and earthmoving may encounter previously unknown and potentially significant paleontological materials.
  - Construction and implementation of the individual projects could potentially block scenic resources as seen from the transportation facility or from the surrounding area.
  - Construction and implementation of the proposed project could alter the appearance of scenic resources along or near designated scenic highways and/or vista points.
  - Construction and implementation of the proposed project could create significant contrasts with the overall visual character of the existing landscape setting.
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## CUMULATIVE IMPACTS

- The project together with other regional infrastructure projects could potentially displace or relocate residences and businesses through acquisition of land and buildings necessary for highway, arterial, and transit improvement.
- Cumulative air quality impacts from regional emissions would occur as the region continues to grow.
- Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and new use of new transit facilities as well as increased use of existing transit facilities, etc.).
- Construction and implementation of 2027 RTP projects together with other infrastructure projects could potentially block scenic resources as seen from the transportation facility or from the surrounding area.
- Construction and implementation of 2027 RTP projects together with other infrastructure projects could alter the appearance of scenic resources along or near designated scenic highways and/or vista points.
- Construction and implementation of 2027 RTP projects together with other infrastructure projects could create significant contrasts with the overall visual character of the existing landscape setting.
- Displacement of riparian or wetland habitat from project and other infrastructure development could affect water resource values.
- New transportation corridors and other infrastructure development may form a barrier to animal migration or foraging routes causing habitat fragmentation.
- New transportation and other infrastructure facilities may increase near-road human disturbances such as litter, trampling, and road noise in previously relatively inaccessible and undisturbed natural areas.
- New transportation and other infrastructure facilities could increase contamination of adjacent water resources through rainfall runoff from highway surfaces and adjacent disturbed or developed lands.
- Construction activities of 2027 RTP projects and other infrastructure projects involving excavation and earthmoving may encounter existing historical resources.
- Construction activities of 2027 RTP projects and other infrastructure projects involving excavation and earthmoving may encounter previously unknown archaeological resources.
- Construction activities of 2027 RTP projects and other infrastructure projects involving excavation and earthmoving may encounter previously unknown and potentially significant paleontological materials.
- Construction activities of 2027 RTP projects and other infrastructure projects involving excavation and earthmoving may encounter human remains.