CHAPTER 5.
LONG TERM EFFECTS

CEQA Guidelines §15126.2 requires that EIRs identify four types of impacts:

(1) the significant environmental effects of the project,
(2) significant effects of the project which cannot be avoided if the project is implemented,
(3) significant irreversible environmental changes which would be caused by the project, and
(4) the growth inducing impacts of the project.

Section 15130(a) requires an EIR to provide a discussion of significant cumulative impacts of a project when the project's incremental effect is cumulatively considerable.

The potentially significant effects of implementing the 2027 RTP were identified in Draft EIR Chapter 3. This Chapter identifies the unavoidable impacts, the irreversible environmental changes, the growth inducing impacts, and the cumulative effects of the 2027 RTP.

5.1 Significant Unavoidable Environmental Changes

Significant unavoidable environmental changes would result under the 2027 RTP where transportation project construction would utilize non-renewable resources in such a way that reversing the impact of project implementation is not possible.

CEQA§ 15126.2(b) requires a discussion of any significant impacts that cannot be reduced to levels of insignificance. Although mitigation measures have been identified, where feasible, for all of the significant impacts of the proposed 2027 RTP, the plan would result in the following impacts that are significant and unavoidable even after implementation of available, feasible mitigation measures:

Impact 5.1-1: 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 projects identified in the 2027 RTP 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.

5.2 Significant Irreversible Impacts

The identification of irreversible impacts is required in Section 15126.2(c) of the CEQA Guidelines. This section states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that current

consumption is justified. CEQA §15126.2(c) requires a discussion of any significant impacts that cannot be reduced to levels of insignificance. Although mitigation measures have been identified, where feasible, for all of the significant impacts of the proposed 2027 RTP, the plan would result in the following impacts that are significant and irreversible even after implementation of available, feasible mitigation measures:

Impact 5.2-1: 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_{10}) 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 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.

5.3 Growth Inducing Impacts

State CEQA Guidelines §15126.2(d) requires that an Environmental Impact Report (EIR) evaluate potential growth-inducing impacts of a proposed project. A growth-inducing impact is defined by the CEQA Guidelines as "the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." CEQA also requires the analysis of project characteristics that may encourage and facilitate activities that could individually or cumulatively affect the environment.

Based on the CEQA guidelines above, growth inducement is any growth which exceeds planned growth of an area and results in new development which would not have taken place without the implementation of the proposed project. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. The environmental effects of induced growth are secondary or indirect impacts of the proposed project.

Secondary effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community and/or public services, increased traffic and/or noise, degradation of air and/or water quality, and conversion of agricultural land and open space to developed uses.

The socioeconomic growth that the Placer County has experienced for the past 50 years is expected to continue. The 2027 RTP will, in and of itself, not incur any growth inducing impacts to Placer County. It is anticipated that Placer County will grow at the same rate, regardless of whether or not the 2027 RTP is implemented.

Specifically, population in Placer County is expected to increase 31% regardless of the 2027 RTP. See the Population, Employment, and Housing section (Chapter 3.1) for further clarification. Construction of projects within the 2027 RTP within the Placer County will be subject to further CEQA review and evaluation of growth inducing impacts, but, as mentioned above, the 2027 RTP, in and of itself, is not anticipated to have any growth inducing impacts.

5.4 Cumulative Impacts

CEQA Guidelines define cumulative effects as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects results from the incremental impacts of the proposed project when added to other closely related past, present, and reasonably foreseeable future projects (Section 15255).

According to CEQA Guidelines Sections 15130(a) and (b), the purpose of this section is to provide a discussion of significant cumulative impacts resulting from the 2027 RTP projects, and to indicate the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines require that EIRs discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with effects of past, current, and probable future projects.

As a regional planning project, the 2027 RTP would regionally affect development in the same way as other regional planning projects, such as city and county general plans and master plans of water and sanitation agencies would be expected to contribute to cumulative impacts on the same scale as the 2027 RTP.

Impact 5.4-1: 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.