

## CHAPTER 3

# SIGNIFICANT IMPACT MITIGATION AND MONITORING

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The purpose of this chapter is to compare each impact area's summarized mitigation, and monitoring measures in a simplified format. All mitigation measures shall be included in project-level analysis as appropriate. The project proponent or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction. PCTPA shall be provided with documentation of compliance with mitigation measures.

Public Resources Code Section 21081.6 requires a Lead Agency that approves or carries out a project, where an EIR has identified significant environmental effects, to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval in order to mitigate or avoid significant effects on the environment. The PCTPA is the Lead Agency that must adopt the mitigation monitoring program for the 2027 RTP if the project is approved.

CEQA § 21069 defines Responsible Agency as a public agency, other than the Lead Agency, which has the responsibility for carrying out or approving a project. PCTPA finds that the implementation of some mitigation measures listed in the following table of the Final EIR are not within its jurisdiction, and can and should be implemented and monitored by agencies responsible for implementing the projects, including but not limited to the following: cities, Counties, Caltrans, and transit districts.

The CEQA statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency the PCTPA and other agencies with respect to implementing and monitoring mitigation measures. In accordance with CEQA Guidelines § 15097.d, "each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise." This discretion will be exercised by implementing agencies at the time they undertake any of the projects identified in the EIR.

The PCTPA will regularly review and update the Placer County Regional Transportation Plan, as appropriate. These updates involve a determination of regional transportation and air quality impacts and require air quality conformity pursuant to the federal Clean Air Act.

Table 3.1 Potentially Significant, and Significant and Unavoidable Impacts Mitigation and Monitoring Summary Table

Impact	Mitigation	Monitoring Measure <sup>1</sup>
<b>3.1 POPULATION AND HOUSING</b>		
<p><b>3.1-1</b> Overall population, housing and employment growth, and dispersion in Placer County.</p> <p>Potentially Significant reduced to Less Than Significant</p>	<p><b>3.1-1(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.</p>	<p>The applicable Placer County agencies shall be responsible for population and housing mitigation adherence as part of plan amendments</p>
<b>3.2 LAND USE PLANNING</b>		
<p><b>3.2-1</b> Conflict with adopted environmental and planning documents within and affecting Placer County.</p> <p>Potentially Significant reduced to Less Than Significant</p>	<p><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.</p>	<p>The applicable Placer County agencies shall be responsible for land use planning mitigation adherence through land use planning project review.</p>
<p><b>3.2-2</b> Disruption of the natural ecology and community development patterns.</p> <p>Impact Remains Significant and Unavoidable</p>	<p><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.</p> <p><b>3.2-2(b)</b> Whenever feasible, specific roadway alignments shall be designed to avoid existing structures.</p> <p><b>3.2-2(c)</b> Implement safety procedures including warning signs, traffic cones, flaggers, traffic regulating devices, as necessary.</p> <p><b>3.2-2(d)</b> Individual projects should be designed to minimize long-term community</p>	<p>The project proponent or local jurisdiction shall be responsible for revegetation, alignment review, safety measure implementation, and access maintenance mitigation adherence.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
<p><b>3.2-3:</b> Disturbance or loss of significant agricultural resources in the county.</p> <p>Impact Remains Significant and Unavoidable</p>	<p>disruption by maintaining access between residential and community services.</p> <p><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.</p> <p><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.</p> <p><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.</p> <p><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.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for project review and other specified measures for agricultural lands preservation.</p>

**3.3 TRANSPORTATION**

<p><b>3.3-3</b> Resolve LOS deficiencies on several roadways.</p> <p>Impact Remains Significant and Unavoidable</p>	<p><b>3.3-3 (a)</b> The jurisdictions shall continuously monitor and model the transportation network in order to evaluate LOS deficiencies.</p>	<p>The applicable Placer County agencies shall be responsible for transportation mitigation through specified LOS monitoring measures.</p>
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Impact	Mitigation	Monitoring Measure <sup>1</sup>
<p><b>3.3-4</b> Resolve Identified Deficiencies in Public, Non-Motorized &amp; Aviation Transportation &amp; TSM.</p> <p>Impact Remains Significant and Unavoidable</p>	<p><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.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for transportation mitigation measure adherence as part of plan amendments and updates.</p>

**3.4 AIR QUALITY**

<p><b>3.4-1</b> Motor vehicle emissions increases on various roadways which would impede the attainment of air quality standards.</p> <p>Impact Remains Significant and Unavoidable</p>	<p><b>3.4-1(a)</b> Implement development of planned railway projects.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring air quality mitigation measure adherence as part of railway project implementation.</p>
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Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p><b>3.4-1(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><b>3.4-1(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><b>3.4-1(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><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>Impact Remains 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 idling should be kept below 10 minutes.</li> <li>7. The contractor’s construction equipment shall be properly maintained and in good operating condition.</li> </ol>	<p>The applicable Placer County agencies shall be responsible for ensuring air quality mitigation adherence by implementing construction dust and emissions reduction measures.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<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> <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>	
<p><b>3.4-3</b> Development of the proposed highway improvements could result in additional short-term emissions of asbestos.</p> <p>Impact Remains Significant and Unavoidable</p>	<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>	<p>The applicable Placer County agencies shall be responsible for ensuring air quality mitigation adherence by implementing asbestos emissions reduction measures.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
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**3.5 NOISE**

**3.5-1** Grading and construction activities associated with 2027 RTP projects would intermittently and temporarily generate noise.

Impact Remains Significant and Unavoidable

**3.5-1(a)** Project-implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances.

The applicable Placer County agencies shall be responsible for ensuring noise mitigation adherence by implementing sound control and noise level rules, regulations, and ordinances measures.

**3.5-1(b)** Project implementing agencies should 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, unless it can be shown that night time construction is necessary to reduce congestion.

**3.5-1(c)** 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.

**3.5-1(d)** 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

Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p>drilling rather than impact equipment whenever feasible.</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><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><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><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><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><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><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</p>	

Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p>critterion at the closest sensitive receptor.</p> <p><b>3.5-1(l)</b> In residential areas, pile driving shall be limited to daytime working hours.</p> <p><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.</p> <p><b>3.5-1 (n)</b> Where feasible, pile holes shall be pre-drilled to reduce potential noise and vibration impacts.</p>	
<p><b>3.5-2</b> Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels</p> <p>Impact Remains Significant and Unavoidable</p>	<p><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.</p> <p><b>3.5-2(b)</b> Project implementation agency shall construct vegetative earth berms or add vegetation to attenuate roadway noise from residences.</p> <p><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.</p> <p><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.</p> <p><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. Constructing roadways below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring noise mitigation adherence by implementing sound control and noise</p> <p>evaluation, attenuation, disturbance and separation measures.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p>A sound wall shall be constructed, if the following criteria are met:</p> <ol style="list-style-type: none"> <li data-bbox="520 266 1509 326">1. Residential property built prior to the freeway or prior to a major widening, and;</li> <li data-bbox="520 367 1509 529">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).</li> </ol> <p><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.</p>	

**3.6 WATER RESOURCES**

<p><b>3.6-1</b> Increased Flooding Hazards.  Reduced to Less Than Significant</p>	<p><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.</p> <p><b>3.6-1(b)</b> Proposed transportation improvements shall avoid flood hazard areas where possible.</p> <p><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.</p> <p><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</p>	<p>The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence by implementing water quality, flood reduction, stormwater management and drainage measures.</p>
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Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p>flood plain in residential areas.</p> <p><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.</p> <p><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.</p> <p><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.</p> <p><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.</p>	
<p><b>3.6-2</b> Surface Water Quality Affected by Increased Urban and Construction Runoff.</p> <p>Reduced to Less Than Significant</p>	<p><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.</p> <p><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.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence through compliance with federal, state, and local regulations and Storm Water Discharge NPDES permits.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p><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.</p> <p><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.</p>	
<p><b>3.6-3</b> Increased Impervious Surfaces Reduce Groundwater Infiltration.  Reduced to Less Than Significant</p>	<p><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.</p> <p><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.</p> <p><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.</p> <p><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.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence by implementing runoff, erosion control, sediment control, discharge and detention measures.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
<p><b>3.6-4</b> Groundwater Impacts Due To Installation of Transportation Infrastructure.</p> <p>Reduced to Less Than Significant</p>	<p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence by ensuring implementation of monitoring systems and compliance of building codes and standard practices.</p>

**3.7 BIOLOGICAL RESOURCES**

<p><b>3.7-1</b> Adverse Impacts to Wetlands and Special Status Plant Species, Animal Species, and Habitat.</p> <p>Impact Remains Significant and Unavoidable</p>	<p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring biological resource mitigation adherence based on impact assessments in consultation with appropriate agencies, laws and regulations.</p>
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**3.8 CULTURAL AND HISTORIC RESOURCES**

<p><b>3.8-1</b> Development of Highway, Arterial, Bridge Crossing and Transit Projects May Impact Historic Resources.</p> <p>Reduced to Less Than Significant</p>	<p><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 resources were identified.</p> <p>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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by conducting a record search, or through surveys conducted by a qualified architectural historian to determine and identify resources. Recommendations by the Archaeological Information Center will determine if a survey is needed.</p>
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Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p><b>3.8-1(b)</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.</p>	
<p><b>3.8-2</b> Construction Activities Involving Excavation and Earthmoving May Encounter Archaeological Resources.  Reduced to Less Than 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><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</p>	<p>The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by consulting with the Native American Heritage Commission to identify and determine sacred sites.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p>Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.</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><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><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><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.</p>	
<p><b>3.8-3</b> Construction activities involving excavation and earthmoving may encounter paleontological materials.</p>	<p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by obtaining a qualified paleontologist to identify, evaluate and conduct field surveys when necessary to</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
<p>Impact Remains Significant and Unavoidable</p>	<p><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.</p>	<p>determine potential impacts.</p>
<p><b>3.8-4</b> Construction activities involving excavation and earthmoving may encounter human remains.</p> <p>Reduced to Less Than Significant</p>	<p><b>3.8-4(a)</b> 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.</p> <p>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.</p> <p>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</p>	<p>The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by ceasing further excavation or disturbance to the site if any human remains are discovered. If Native American remains are found, the coroner shall contact the Native American Heritage Commission to notify the proper descendants, and make a recommendation of how to dispose of the remains. If a descendant is not identified, the landowner shall obtain a Native American monitor and rebury the remains in a location that is not subject to further subsurface disturbance.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
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that is not subject to further subsurface disturbance.

### 3.9 AESTHETICS

<p><b>3.9-1</b> Alteration of Placer County Visual Character Due to Plan Implementation.</p> <p>Reduced to Less Than Significant</p>	<p><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.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring aesthetic resource mitigation adherence by conducting further studies of individual projects proposed for scenic routes, project specific mitigation measures shall be proposed to reduce these impacts.</p>
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### 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>Reduced to 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><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</p>	<p>The applicable Placer County agencies shall be responsible for ensuring utilities and services resource mitigation adherence by identifying roadway locations with special construction techniques will be used to minimize impacts to traffic flow.</p>
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Impact	Mitigation	Monitoring Measure <sup>1</sup>
	<p>vehicles through and/or around the construction zone.</p> <p><b>3.10-1(c)</b> Scheduling of truck trips outside of peak morning and evening commute hours.</p> <p><b>3.10-1(d)</b> Limiting of lane closures during peak hours to the extent possible.</p> <p><b>3.10-1(e)</b> Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</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><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><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 activities and the locations of detours and lane closures.</p> <p><b>3.10-1(i)</b> Storage of construction materials only in designated areas.</p> <p><b>3.10-1(j)</b> Coordination with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.</p> <p><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.</p>	

Impact	Mitigation	Monitoring Measure <sup>1</sup>
<p><b>3.10-2</b> Construction and implementation of the projects included in the 2027 RTP could affect the demand for power, solid waste, wastewater, and drinking water services in Placer County.</p> <p>Reduced to Less Than Significant</p>	<p><b>3.10-1(I)</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.</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><b>3.10-2(b)</b> Wherever feasible, reclaimed water instead of potable water shall be used for landscaping purposes.</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><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><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>The applicable Placer County agencies shall be responsible for ensuring utilities and services resource mitigation adherence by ensuring that existing public services and utilities will withstand the increase; if inadequate, infrastructure improvements will be identified.</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
<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>Reduced to 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><b>3.11 ENERGY CONSUMPTION AND DEPENDENCE</b></p>		
<p><b>3.11-1</b> Implementation of the 2027 RTP will impact electricity demand by creating additional transportation routes and facilities that will require electricity service.</p> <p>Reduced to 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 electricity provider.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring energy consumption and dependence resource mitigation adherence by calculating and analyzing electricity demand for projects requiring substantial electrical usage, based on specifications of the electricity provider.</p>
<p><b>3.11-2</b> Implementation of the 2027 RTP will impact natural gas demand by creating additional transportation routes and facilities in the County that may</p>	<p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring energy consumption and dependence resource mitigation adherence by submitting and analyzing projected natural gas demand</p>

Impact	Mitigation	Monitoring Measure <sup>1</sup>
require natural gas service.  Reduced to Less Than Significant		calculations according to specifications of the local provider.

**3.12 HAZARDOUS MATERIALS TRANSPORT**

<p><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 properly.</p> <p>Impact Remains Significant and Unavoidable</p>	<p><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.</p> <p><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.</p>	<p>The applicable Placer County agencies shall be responsible for ensuring hazardous materials transport resource mitigation adherence by properly storing materials and using them for other transportation projects or purposes.</p>
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Notes: **1** Where appropriate, PCTPA shall be provided with mitigation measure compliance documentation.