

CHAPTER 4

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

Chapter 4 of the Supplemental Program Final EIR summarizes the significant, unavoidable impacts associated with the 2027 RTP and the mitigation measures recommended to avoid or substantially reduce these impacts. In addition, this chapter contains findings on the feasibility of these mitigation measures, alternatives that were evaluated, and a statement of overriding considerations for adopting the RTP even with significant unavoidable environmental impacts.

4.1 Introduction

Prior to approving the RTP, the PCTPA must prepare written findings explaining how each significant environmental impact and each alternative identified in the EIR was addressed. For each impact, The PCTPA must make one of the following findings:

- That changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the EIR;
- That such changes or alternatives are within the purview and jurisdiction of another public agency, and such changes have been or should be adopted by that other agency; or
- That specific economic, legal, social, technological or other considerations make the mitigation measures or project alternatives identified in the EIR infeasible.

Each of these findings must be supported by substantial evidence in the record. The recommended mitigation measures outlined in these findings are actions that are under the purview and jurisdiction of other public agencies. It is recommended that PCTPA members and other public agencies with authority to implement recommended mitigation measures adopt them at the project-specific environmental review stage. Each of the findings in Section 4.3 of this chapter identifies, where appropriate, mitigation measures that should be adopted by agencies other than the PCTPA. To the extent feasible, the PCTPA will require public entities to adopt the recommended mitigation measures at the project-specific environmental review stage. This is also stated in the mitigation monitoring summary in Chapter 3.

4.2 Findings on Significant Unavoidable Impacts

Land Use Planning

Impact 3.2-2 Disruption of the natural ecology and community development patterns along various roadways.

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.2-2 Mitigation Measures:

Implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable.

- 3.2-2(a) Where vegetation removal occurs, areas outside the travelway should be revegetated with comparable size and species of trees and shrubs to the extent feasible.
- 3.2-2(b) Whenever feasible, specific roadway alignments shall be designed to avoid existing structures.
- 3.2-2(c) Implement safety procedures including warning signs, traffic cones, flaggers, and other traffic regulating devices, as necessary.
- 3.2-2(d) Individual projects should be designed to minimize long-term community disruption by maintaining access between residential and community services.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce land use impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Impact 3.2-3 Disturbance or loss of significant agricultural resources in the county

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.2-3 Mitigation Measures:

Implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable, because it is anticipated that RTP implementation could result in the loss of agricultural resources. The PCTPA shall be provided with documentation of compliance with all mitigation measures.

- 3.2-3(a) 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.
- 3.2-3(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.
- 3.2-3(c) Prior to final approval of each project, the implementing agency shall establish conservation easement programs to mitigate impacts to prime farmland.
- 3.2-3(d) 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.
- 3.2-3(e) Prior to final approval of each project, the implementing agency shall encourage enrollments of agricultural lands into the Williamson Act program.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce land use impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental

Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Transportation

Impact 3.3-3 Resolve LOS deficiencies on several roadways

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.3-3 Mitigation Measure:

Implementation of the following mitigation measure will reduce this impact, but it remains potentially significant and unavoidable.

- 3.3-3 (a) The jurisdictions shall continuously monitor and model the transportation network in order to evaluate LOS deficiencies.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce transportation impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Impact 3.3-4 Resolve Identified Deficiencies in the Areas of Public Transportation, Non-Motorized Transportation, Aviation, and Transportation Systems Management

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.3-4 Mitigation Measure:

Implementation of the following mitigation measure will reduce this impact, but it remains potentially significant and unavoidable.

3.3-4(a) 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.

3.3-4(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.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce transportation impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Air Quality

Impact 3.4-1 Motor vehicle emissions increases on various roadways which would impede the attainment of air quality standards

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.4-1 Mitigation Measures:

A prime source of ozone precursor emissions is motor vehicles. The APCDs Air Quality Attainment Plan looks at vehicle trips in a different manner than transportation agencies. Transportation agency trip reduction programs are primarily concerned with reducing traffic congestion, and look at the overall number of trips, their origin and destination, and time of day taken. On the other hand, the APCD TCMs are geared towards reducing emissions, and look at how many times the car is turned on and off, trip length, speed, and temperature. As identified earlier, the APCD Plan includes several near-term TCMs, including car/vanpool matching, trip reduction ordinances, employer car/vanpool programs, flexible work schedules, bikeway facilities, and a public awareness campaign. Longer term TCMs include alternative fuels development, new transit services, parking limitations, land use changes, and roadway improvements.

In addition to these TCMs, implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable.

- 3.4-1(a) Implement development of planned railway projects.
- 3.4-1(b) The jurisdictions shall fully implement the policies which 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 vanship and rideshare programs, telecommuting, preferential carpool/vanpool parking, parking pricing, and transit subsidies.
- 3.4-1(c) 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.
- 3.4-1(d) 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 review and permitting such facilities.
- 3.4-1(e) The jurisdictions should pursue adequate funding through all available funding sources for transit so that transit is a viable transportation alternative.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce transportation impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Impact 3.4-2 Construction of the proposed highway improvements would result in additional short-term emissions of CO, PM10, ROG and NOx.

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.4-2 Mitigation Measures:

Implementation of the following mitigation measures would reduce this impact, but it remains significant and unavoidable.

- 3.4-2(a) 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:
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.
 2. The contractor shall use tarpaulins or other effective covers for haul trucks which travel on public streets.
 3. The contractor shall sweep streets adjacent to the project at the end of the day.
 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.
 5. The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads.

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.
 7. The contractor's construction equipment shall be properly maintained and in good operating condition.
 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.
 9. The contractors should utilize new technologies to control ozone precursor emissions as they become available and feasible.
 10. Construction equipment shall utilize low sulfur fuels.
 11. Contractors shall discontinue operations during second stage smog alerts.
 12. Truck wheel washers shall be installed before the roadway entrance at construction sites.
 13. Paving, curbing, or vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles would potentially drive shall be required.
- 3.4-2(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.
- 3.4-2(c) The jurisdictions shall adopt a policy to review street and road cleaning operations to minimize dust generation, especially during summer and autumn dry seasons.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce air quality impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects

will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Impact 3.4-3 Development of the proposed highway improvements could result in additional short-term emissions of asbestos

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.4-3 Mitigation Measures:

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

- 3.4-3(a) 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.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce air quality impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Noise

Impact 3.5-1 Grading and construction activities associated with the proposed projects identified in the 2027 RTP would intermittently and temporarily generate noise

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.5-1 Mitigation Measures:

As part of environmental review for individual projects of the 2027 RTP, a detailed evaluation of noise impacts shall be undertaken. Project-specific mitigation measures shall be identified as necessary. All mitigation measures shall be included in project-level analysis as appropriate. The project-implementing agency 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.

- 3.5-1(a) Project-implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances.
- 3.5-1(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.
- 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 electrical 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.
- 3.5-1(e) 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.
- 3.5-1(f) 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.
- 3.5-1(g) 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.
- 3.5-1(h) 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.
- 3.5-1(i) Project implementing agencies shall implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.
- 3.5-1(j) 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.
- 3.5-1(k) 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.
- 3.5-1(l) In residential areas, pile driving shall be limited to daytime working hours.
- 3.5-1(m) 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.
- 3.5-1(n) Where feasible, pile holes shall be pre-drilled to reduce potential noise and vibration impacts.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce noise impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Impact 3.5-2 Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.5-2 Mitigation Measures:

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. SACOG shall be provided with documentation of compliance with mitigation measures.

- 3.5-2(a) As part of the appropriate environmental review of each project, a project specific noise evaluation shall be conducted and appropriate mitigation identified and implemented.
- 3.5-2(b) Project implementation agency shall construct vegetative earth berms or add vegetation to attenuate roadway noise from residences.
- 3.5-2(c) 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.
- 3.5-2(d) 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.

- 3.5-2(e) 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. A sound wall shall be constructed, if the following criteria are met:
- Residential property built prior to the freeway or prior to a major widening, and
 - The freeway segment identified shall have a 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)
- 3.5-2(f) Project implementation agencies shall improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce noise impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Water Resources

Impact 3.6-3 Increased Impervious Surfaces Reduce Groundwater Infiltration

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.6-3 Mitigation Measures:

Implementation of mitigation measures would reduce this impact to less than-significant levels.

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.

Surface Water

- 3.6-3(a) 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.
- 3.6-3(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.
- 3.6-3(c) Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes in undeveloped areas.
- 3.6-3(d) 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.

Groundwater

- 3.6-3(e) 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.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce water resources impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Biological Resources

Impact 3.7-1 Adverse Impacts to Wetlands and Special Status Plant Species, Animal Species and Habitat

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.7-1 Mitigation Measures:

Implementation of the following mitigation measure will reduce this impact, but it remains potentially significant and unavoidable.

- 3.7-1(a) Mitigation for impacts to wetlands and special status species would be determined based on the impact assessment developed for each proposed project prior to implementation of the project. 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.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce biological resources impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact

relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Cultural and Historic Resources

Impact 3.8.3 Construction Activities involving excavation and earthmoving may encounter archaeological resources.

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.8-3 Mitigation Measures:

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. The measures recommended below require the project proponents to assess the magnitude of the impact to resources, and to avoid or mitigate impacts. However, due to the size and potentially large number of paleontological localities that could be disturbed as a result of the combined projects, this impact could remain a potentially significant impact at a regional level. PCTPA shall be provided with documentation of compliance with mitigation measures. Project proponents in the PCTPA region shall implement the following measures as part of the review process for proposed transportation projects:

- 3.8-3(a) 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.
- 3.8-3 (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.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce cultural resources impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the

individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

Impact 3.8.4 Construction activities involving excavation and earthmoving may encounter paleontological materials

Level of Significance: The impact would remain significant and unavoidable after mitigation.

Mitigation Recommended in the EIR: The Draft EIR identified the following mitigation measures for this impact.

3.8-4 Mitigation Measures:

Implementation of the following mitigation measures would reduce the impact to less-than-significant because the recommended mitigation would require the project proponent to follow a comprehensive procedure to assess the magnitude of the impact, and to avoid or mitigate the impacts, if necessary.

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.

- 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.

Findings and Supporting Facts:

The PCTPA finds that measures to reduce cultural resources impacts are within the responsibility and jurisdiction of public agencies responsible for 2027 RTP transportation project and program implementation, and not the PCTPA. The measures identified above will be or should be adopted by those other agencies.

Although these mitigation measures will reduce the significance of the identified impact, implementation relies upon the efforts of other agencies, namely project sponsors (lead agency). These agencies will be responsible for complying with CEQA and NEPA, if applicable, for the individual projects identified in the 2027 RTP. To the extent feasible, the PCTPA will require that the lead agency for each specific project adopt and monitor the applicable mitigation measures (see mitigation monitoring summary in Chapter 3).

Project-level environmental review will determine whether impacts can be mitigated to a less-than-significant level. The use of the 2027 RTP Final Supplemental Program Environmental Impact Report by project sponsors in preparing environmental documents for specific projects will help ensure mitigation measure implementation. Because reduction of the identified impact relies on action by these implementing agencies, the PCTPA finds that the impact may not be mitigated to a less than significant level.

4.3 Findings on Alternatives

The Proposed Plan in the 2027 RTP consists of programmed projects to carry out the PCTPA's coordinated and balanced regional transportation system goals. The PCTPA's member agencies are expected to only approve programmed projects having a reasonably assured funding expectation. The 2027 RTP includes a list of programmed projects.

The EIR considered the following alternatives to the proposed project. The reason for finding each alternative infeasible or undesirable follows the description of the alternative.

Alternative 1 — Unconstrained Projects List

Alternative 1 is based on a scenario of unconstrained funding. There are projects that PCTPA jurisdictions have expressed a desire to implement without regard to whether or not they can be funded, i.e., the unconstrained projects list includes both funded and unfunded projects (see Appendix B of the 2027 RTP) identified by PCTPA jurisdictions.

Finding: Infeasible – The PCTPA finds that the Unconstrained Projects Alternative is infeasible because, while this alternative would provide the funding necessary to catch up on road improvements, rehabilitation and maintenance, there is not sufficient financial resources to implement all unconstrained projects. For this reason, the substantial economic costs, and greater environmental impacts due to substantially increased roadway system expansion make it infeasible. .

Alternative 2 — Road Emphasis

Alternative 2 is designed to demonstrate what might be expected to happen if project implementation were based on a planning approach that emphasizes road improvements at the expense of transit and other modes. Alternative 2's scenario is to implement only roadway projects.

Finding: Infeasible – The PCTPA finds that the Road Emphasis Alternative is infeasible because this alternative would not address transit needs and the needs of transportation modes other than vehicles using roadways. It also does not fulfill the overall agency goal of a coordinated and balanced regional transportation system. The needs of significant segments of the county population that rely on modes other than private automobiles using roadways would not be met. For this reason, the substantial economic costs, and greater environmental impacts due to substantially increased roadway system expansion make it infeasible.

Alternative 3 — Transit Emphasis

In contrast to Alternative 2's road emphasis, Alternative 3's scenario is to implement projects with a transit emphasis.

Finding: Infeasible – The PCTPA finds that the Transit Emphasis Alternative is infeasible because this alternative would only serve the transportation needs of a relatively small segment of the population. This alternative would substantially reduce funding for all but transit related projects. Given existing and projected transportation patterns modeled in the RTP, this would result in significantly increased congestion.

Alternative 4 — No Project

As stated above, CEQA requires a “no project” alternative for comparison with other alternatives. The No Project Alternative for the proposed 2027 RTP consists of build-out of PCTPA's existing Regional Transportation Plan 2022, adopted in December 2001. If the No Project Alternative were adopted, then the set of transportation projects contained in the current plan would likely be carried out through the subsequent reaffirmation of the existing RTP.

Finding: Infeasible – The PCTPA finds that the No Project Alternative is infeasible because it does not meet all of the 2027 RTP goals adopted by the PCTPA Board of Directors. In response to these goals, the proposed plan provides funding for a more balanced regional program, adds to the region's public transit system (including light rail, heavy rail, and buses), increases funding for transportation demand management, includes multi-modal connectors between rapidly-growing suburban locations, further develops the region's ITS program, and funds road maintenance and rehabilitation.

4.4 Statement of Overriding Considerations

General Finding of Overriding Considerations

In accordance with CEQA, the PCPTA is required to prepare this Statement of Overriding Considerations to explain the reasons for approving the RTP, despite the unavoidable impacts identified in the EIR and findings. The PCTPA has carefully balanced the benefits of the 2027 RTP against significant and unavoidable impacts identified in the EIR.

The PCTPA acknowledges the existence of certain impacts identified and analyzed in the EIR as being significant or potentially significant, which have not been eliminated, lessened or mitigated to a less than significant level. The PCTPA further acknowledges that the EIR identifies certain unavoidable and irreversible environmental impacts which cannot be avoided if the RTP is implemented. Without limiting the unmitigated impacts referenced above, the PCTPA specifically acknowledges that specific impacts in the following areas are either significant and unavoidable or not mitigated to a less than significant level. Such impacts include:

Impact 3.2-2 Disruption of the natural ecology and community development patterns along various roadways.

Impact 3.2-3 Disturbance or loss of significant agricultural resources in the county

Impact 3.3-3 Resolve LOS deficiencies on several roadways

Impact 3.2-4 Resolve Identified Deficiencies in the Areas of Public Transportation, Non-Motorized Transportation, Aviation, and Transportation Systems Management

Impact 3.4-1 Motor vehicle emissions increases on various roadways which would impede the attainment of air quality standards

Impact 3.4-2 Construction of the proposed highway improvements would result in additional short-term emissions of CO, PM10, ROG and NOx.

Impact 3.4-3 Development of the proposed highway improvements could result in additional short-term emissions of asbestos

Impact 3.5-1 Grading and construction activities associated with the proposed projects identified in the 2027 RTP would intermittently and temporarily generate noise

Impact 3.5-2 Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels

Impact 3.6-3 Increased Impervious Surfaces Reduce Groundwater Infiltration

Impact 3.7-1 Adverse Impacts to Wetlands and Special Status Plant Species, Animal Species and Habitat

Impact 3.8-3 Construction Activities involving excavation and earthmoving may encounter archaeological resources.

Impact 3.8-4 Construction activities involving excavation and earthmoving may encounter paleontological materials

Impact 5.1-1 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.

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 (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.
- 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.

The PCTPA has carefully reviewed all of the environmental documentation and considered each of these significant unavoidable impacts. Certification of this EIR reflects the Board's independent judgment regarding impacts associated with the 2027 RTP. The PCTPA as lead agency, finds the Supplemental Program Final EIR complete and certifies this document pursuant to CEQA Guidelines § 15090, as part of its decision to approve the 2027 RTP. In

preparing this Statement of Overriding Considerations, the PCTPA has balanced the benefits of the RTP against its unavoidable environmental risks. For the reasons specified below, the PCTPA finds that the benefits of the RTP outweigh the unavoidable environmental risks.

Specific Findings

Finding that Benefits Outweigh Impacts

The unmitigated, partially mitigated, unavoidable and/or irreversible adverse environmental impacts of the RTP are acceptable in light of the economic, fiscal, social, environmental, and other considerations set forth herein because the benefits of the RTP outweigh such adverse environmental impacts of the RTP. The data to support this finding are found in the Environmental Setting and Impact Analysis chapter (Chapter 3) of the Draft EIR.

Finding that Other Agencies Will Mitigate Impacts

The findings on significant unavoidable impacts identify a number of recommended mitigation measures that are found to be within the jurisdiction of other public agencies and not within the authority of the PCTPA. The EIR recommends that these measures should be adopted by such other agencies.

Finding that Certain Impacts Are Not Feasible to Mitigate to Less-Than-Significant Level

The EIR identifies several significant and potentially significant impacts which would remain significant and unavoidable after mitigation and that are not feasible to mitigate to a less-than-significant level.

Finding that There Is a Balance of Competing Goals

The overall goals of the 2027 RTP are intended to contribute to the quality of life that is experienced and will be experienced by Placer County residents and visitors. With transportation closely connected with many other issues, such as air quality, the environment, land use, health, safety, and economic vitality, the RTP contains the following overall goals to address these quality of life issues:

GOAL 1: Highways/Streets/Roadways

Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region.

GOAL 2: Public Transit

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

GOAL 3: Rail Transportation

Improve the availability and convenience of passenger rail service.

GOAL 4: Aviation

Promote general and commercial aviation facilities and services that complement the countywide transportation system.

GOAL 5: Goods Movement

Provide for the safe and efficient movement of goods through, within, and into Placer County.

GOAL 6: Non-motorized Transportation and Low Speed Vehicles

Promote a safe, convenient, and efficient non-motorized transportation system, for bicyclists, pedestrians, and users of low speed vehicles, which is part of a balanced overall transportation system.

GOAL 7: Transportation Systems Management (TSM)

Provide an economical solution to the negative impacts of single-occupant vehicle travel through the use of alternative transportation methods.

GOAL 8: Recreational Travel

Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.

GOAL 9: Integrated Land Use, Air Quality, and Transportation Planning

By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible air quality standards.

GOAL 10: Funding

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

The RTP is designed to meet these goals by addressing the needs of everyday travel for all types of purposes as well as for large regional movements over the long term. By implementing the RTP despite the unavoidable environmental risks identified, the programs, policies, and projects contained in the RTP will work toward achieving each of the overall goals.

The RTP includes policies and projects to address both access and mobility and acknowledges that certain major corridors, including I-80, will need major investments in all transportation modes to maintain and improve both access and mobility for the growth that is occurring in and around Placer County.

The RTP includes programmed projects aimed at reducing the most critical areas of congestion in the County. In addition to expanded transit service, which will reduce congestion in particular corridors, mobility projects include carpool lanes on I-80, to complete the freeway carpool lane network and provide uncongested routes for express buses; a highway bypass around Lincoln, and new or revised highway interchanges throughout the region.

The RTP includes continued funding for programs that will provide incentives for implementing clean air technology, travel reduction, and other effective air quality improvement strategies, to help combat the region's non-attainment status for ozone. These programs can include continuation of the PCTPA's Congestion Management Program which includes an annual "Spare the Air" campaign and coordination with a regional rideshare program. The RTP also funds significant increases in alternative modes of transportation - public transit, bicycle, pedestrian projects and community design projects - that will make alternative modes of transportation more attractive.

The RTP allocates significant funding to offer travel mode choices to future residents. Rail, bus, bicycle, and pedestrian mode increases are envisioned, along with promotion of telecommuting and sharing rides. In the RTP, the transit systems of the region will become integrated through information technology and universal passes, bicycles will be accommodated on buses and trains, pedestrians will be more comfortable crossing arterial streets, and kids will be safer walking to school.

The RTP incorporates the priorities of local communities and many local projects are paid for with local funds. Major projects of regional concern are located throughout the region as well. The RTP will provide alternatives - public transit, bicycle, and pedestrian facilities - for those who can't or don't drive. The RTP encourages local trips and the use of alternative modes of transportation.

Statement of Overriding Considerations

Under state law, the PCTPA is required to adopt a Regional Transportation Plan. Implementation of the RTP will contribute to a well-balanced, multi-modal transportation system in Placer County. Adoption of the RTP will be beneficial in the following ways:

- The PCTPA will be in compliance with state law regarding adoption of a Regional Transportation Plan.
- The RTP will result in greater congestion relief through roadway improvements combined with alternative transportation systems.
- The Plan will support the continued health of commerce in Placer County through the availability of interstate, inter- and intra-regional roadways.
- The RTP will result in greater mobility for the transportation disabled and others by providing greater emphasis on alternative means of travel to the single-occupant vehicle.
- The RTP will accommodate the continued planned growth of Placer County by providing access to new development using a comprehensive, planned methodology with a regional perspective.