

RESOLUTION NO. 09-07

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
APPROVING THE SELECTION OF THE
PLACER PARKWAY CORRIDOR**

A. **WHEREAS**, the South Placer Regional Transportation Authority (Authority) was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements, including the Placer Parkway, located in the area of jurisdiction of the Authority; and

B. **WHEREAS**, on December 3, 2009, the Authority held a public hearing and adopted Resolution 09-06 certifying the Final Program Environmental Impact Report (Final Program EIR) for the Placer Parkway Corridor Preservation Project (Project); and

C. **WHEREAS**, as set forth in Resolution No. 09-06 certifying the Final Program EIR, while some impacts are insignificant or can be mitigated to a level of less than significant, the Project will have significant environmental impacts on the environment in some instances, but the Authority has adopted findings of fact for each significant impact and adopted a statement of overriding considerations in accordance with the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.) and CEQA Guidelines Section 15378;

NOW, THEREFORE, BE IT RESOLVED:

1. The Authority hereby approves the selection of the Placer Parkway Corridor as described in the Final Program EIR as Alternative 5, with a no-access buffer, as shown in Exhibit A hereto and described in Exhibit B hereto.
2. The Authority hereby adopts the Mitigation Monitoring and Reporting Program, from the Final Program EIR, as set forth in Exhibit C hereto.
3. With this action, the Authority can coordinate and consult with its member jurisdictions, Sutter County, and others, as required, on the preservation of the selected corridor for the future Placer Parkway.

4. The precise alignment of the future Placer Parkway within the selected corridor will be evaluated in the next level of CEQA review and will be designed in accordance with the minimization strategies identified in the Final Program EIR and the mitigation commitments and considerations adopted in the Mitigation Monitoring and Reporting Program.
5. The Executive Director is authorized to cause to be filed with the State Clearinghouse, with the Clerk-Recorder of Placer County, and with the Clerk of Sutter County a Notice of Determination reflecting the action of the Authority.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 3rd day of December, 2009, by the following vote on roll call:

AYES: GRAY, HILL, STACKPOOLE, UHLER

NOES: NONE

ABSENT: NONE

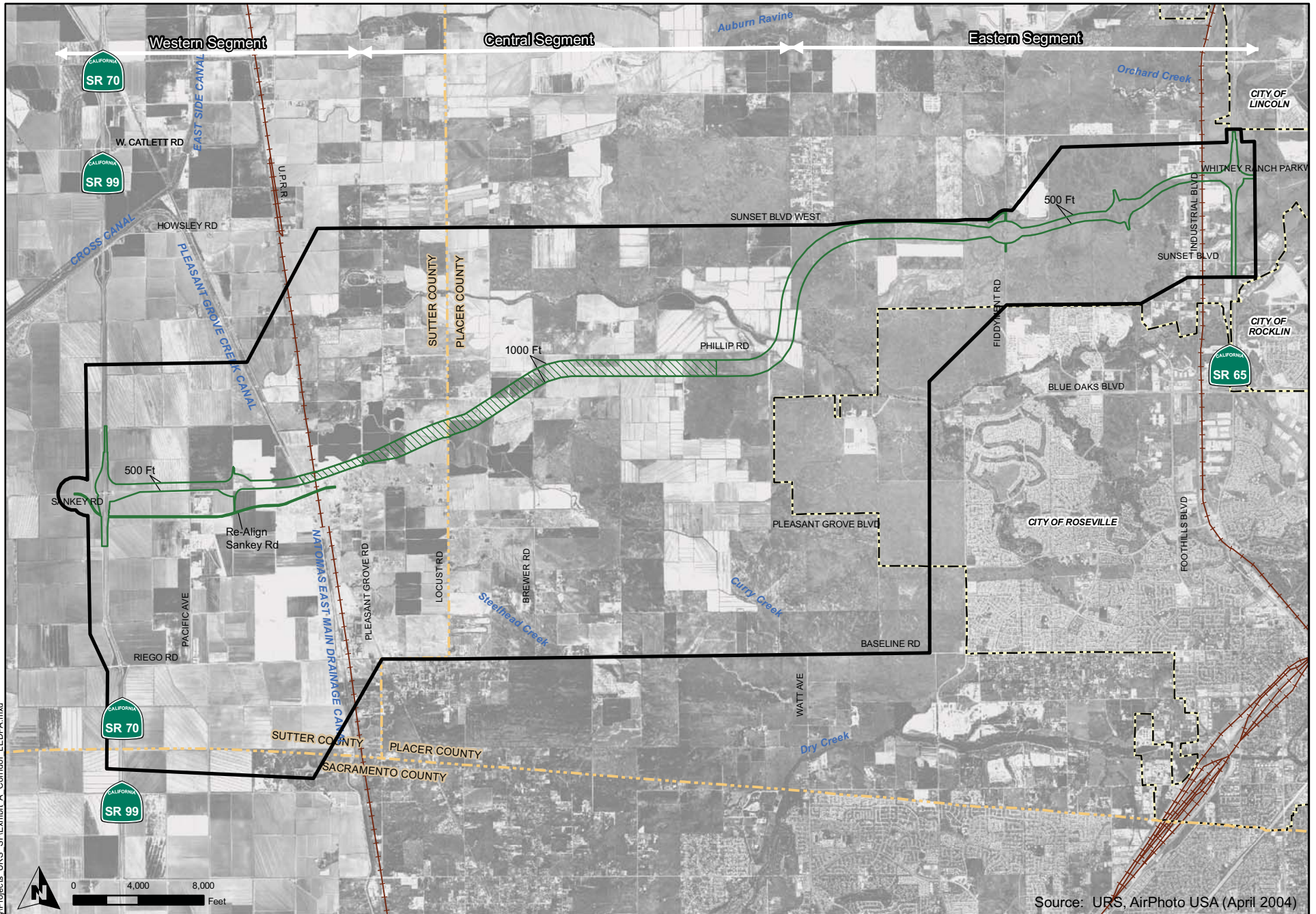


Kirk Uhler, Chair

ATTEST:



Celia McAdam, Executive Director



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- Study Area Boundary
- City Boundary
- County Boundary
- Multiple Easements



**Placer Parkway
Corridor Preservation
Tier 1 EIS/EIR**

**Selected Placer Parkway Corridor
with No-Access Buffer**

Exhibit A
Resolution No. 09-07
December 3, 2009

Resolution 09-07 -- Exhibit B

Terms of a No-Access Easement for the Buffer Area Adjacent to Placer Parkway (August 5, 2009)

The following briefly outlines the attributes of an easement that could be used as a vehicle to preclude interchanges along proposed alternative 5 for the proposed Placer Parkway from 3,250 feet west of the western boundary of the Reason Farms Retention Basin panhandle to the Natomas East Main Drainage Canal, as shown on the attached figure.

- The easement will be in the form of a conservation easement created pursuant to California Civil Code Section 815.
- The easement will be perpetual in duration. The no-access provision will be binding on successive owners for the purpose of retaining the land predominantly in its natural, scenic, historical, agricultural, forested or open-space condition. (Cal. Civ. Code §§815.1, 815.2.)
- Instrument creating the conservation easement will be recorded in the county where the land is located. (Cal. Civ. Code §815.5.)
- The easement will be held by a tax-exempt nonprofit organization qualified under Section 501(c)(3) of the Internal Revenue Code and qualified to do business in California which has as its primary purpose the preservation, protection, or enhancement of land in its natural, scenic, historical, agricultural, forested, or open-space condition or use.
- If the easement will not be accepted by such non-profit organization, or if the organization is no longer able to hold the easement, the first priority shall be to convey it to a federal agency or to a state government entity such as the California Department of Fish and Game. Failing that, the NEPA/404 agencies will work together through the NEPA/404 process to identify and to concur on an acceptable conservation easement holder.
- The terms of the easement may be enforced in court, and violation of the easement may result in damages, including the cost of restoration.
- Under Subdivision Map Act, city or county must generally deny approval of a tentative map if the land is subject to an open-space easement, agricultural conservation easement, or conservation easement.
- Easement will include Grantor's covenant not to allow access to right of way from adjacent land, and not to participate in planning or construction of interchange(s) between highway project and any surface streets from 3,250 feet west of the western boundary of the Reason Farms Retention Basin panhandle to the Natomas East Main Drainage Canal. Easement to expressly provide that covenant is specifically enforceable. May also identify certain third party beneficiaries with right to enforce covenant.
- The covenant not to allow access will include a specific prohibition regarding interchange structures in the airspace over the property.

Resolution 09-07 -- Exhibit C

Mitigation Monitoring and Reporting Program

Placer Parkway Corridor Preservation Tier 1 Environmental Impact Statement/Environmental Impact Report¹

Measure Number	Task and Brief Description	Responsible Entity ^{2,3}	Timing
1. Land Use			
4.1.1	Mitigation Commitment: To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), which will contribute to avoidance of land use conversion, overcrossings will be constructed, as appropriate, to convey traffic over the Parkway. These overcrossings would not connect to the Parkway.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.1.2	Mitigation Consideration: In consultation with local jurisdictions, strategies considered at Tier 2 will include efforts in the design of the Parkway to avoid or reduce impacts, such as: <ul style="list-style-type: none"> • Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment. • Provision of alternative access to remnant parcels. • Determination of the number, location and design of specific project features such as overcrossings. 	Lead Agency, Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.1.3	Mitigation Consideration: At Tier 2, the identification of bisected parcels would enable parcel-specific mitigation to be developed. Strategies to reduce impacts on individual affected parcels could include providing access between the remnant portions of bisected parcels via frontage roads and overcrossings, crafting agreements with agricultural property owners that would include residual rights provisions to encourage continuation of farming activities in the area of the buffer zone that would not be used for the Parkway, or rezoning or purchasing remnant parcels that would no longer be viable for continued use under existing zoning. Any property purchases would comply with the requirements of the Uniform Relocation and Assistance Real Properties Acquisition Act.	Project Proponent	Identify during Tier 2 analyses. Purchase/lease may extend beyond completion of Tier 2, but would be completed prior to construction.

¹ Mitigation Commitments were identified where appropriate at a Tier 1/Program level of analysis. Mitigation Considerations were identified where actual mitigation would depend upon Tier 2 activities. Mitigation Considerations would be evaluated during Tier 2 evaluation, and incorporated, modified, or rejected as appropriate.

² The project proponent and lead agency for Tier 2 activities are unknown. They could be the same entity or different entities, and could include South Placer Regional Transportation Agency, Placer County, Sutter County, the City of Roseville, a Joint Powers Authority, or some combination of these entities.

³ If the Project Proponent and the Lead Agency are different entities in Tier 2, the Project Proponent will prepare a report documenting status of compliance with the Tier 1 MMRP, and submit it to the Lead Agency prior to the release of the Draft Tier 2 environmental document. The Lead Agency will include in their Tier 2 MMRP a summary of the status of compliance with the Tier 1 MMRP, including identification of Tier 2 mitigation measures that implement Tier 1 Mitigation Commitments.

**Resolution 09-07 -- Exhibit C
Mitigation Monitoring and Reporting Program
Placer Parkway Corridor Preservation Tier 1 Environmental Impact Statement/Environmental Impact Report
(Continued)**

Measure Number	Task and Brief Description	Responsible Entity	Timing
4.1.4	<p>Mitigation Consideration: In consultation with local jurisdictions, strategies considered at Tier 2 will include efforts in the design of the Parkway to avoid or reduce impacts, such as:</p> <ul style="list-style-type: none"> • Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment. • Partnering with local jurisdictions to institute land use controls (if local jurisdictions deem these necessary or desirable), such as general plan amendments, zoning/overlay zoning changes, covenants/deed restrictions, agricultural/ conservation easements, and urban growth boundaries. 	Lead Agency, Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.1.5	Mitigation Consideration: Suggested mechanisms to reduce land use compatibility impacts are land purchase/leases that would allow for continued use of the buffer for agricultural purposes.	Lead Agency, Project Proponent	Identify during Tier 2 analyses. Implementation may extend beyond completion of Tier 2, but would be completed prior to construction.
2. Socioeconomics and Community			
4.2.1	Mitigation Commitment: To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), overcrossings will be constructed, as appropriate, to convey traffic over the Parkway. These overcrossings will not connect to the Parkway.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.2.2	Mitigation Commitment: Any households or businesses displaced by the Parkway will receive relocation assistance payments and counseling in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure that any displaced residents are relocated to a decent, safe, and sanitary home. All eligible displacees will be entitled to moving expenses and other benefits as provided by the act. All benefits and services will be provided equitably to all relocatees without regard to race, color, religion, age, national origins, or disability as specified under Title VI of the Civil Rights Act of 1964.	Project Proponent	At the time the property is acquired.

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Mitigation Monitoring and Reporting Program
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Measure Number	Task and Brief Description	Responsible Entity	Timing
4.2.3	Mitigation Consideration: Alternatives 1, 4, and 5 could disrupt an existing rural residential community by displacing homes and converting a portion of the Sankey-Pleasant Grove community to a transportation corridor. Since no vital community services or gathering places would be impacted in either of the two affected areas, it may be possible to mitigate this potential impact and minimize potential adverse effects in these areas by relocating the displaced households within or close to the affected rural residential communities, if they so desire. Since no vital community services or gathering places would be impacted in either of these two areas, no mitigation is required beyond standard provisions of the Uniform Relocation and Real Property Acquisition Assistance Act.	Project Proponent	Implement Uniform Relocation and Real Property Acquisition Assistance Act At the time the property is acquired.
4.2.4	Mitigation Consideration: In consultation with local jurisdictions, mitigation strategies considered at Tier 2 will include the development of design improvements to reduce impacts, such as: <ul style="list-style-type: none"> • Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment; • Provision of alternative access to remnant parcels; and • Determination of the number, location and design of specific project features such as overcrossings. 	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
3. Environmental Justice Because no environmental justice impacts are identified, no mitigation strategies have been recommended for Tier 1 or Tier 2.			
4. Farmlands			
4.4.1	Mitigation Commitment: To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), which will help to avoid/minimize future farmland impacts, overcrossings will be constructed, as appropriate, to convey traffic over the Parkway. These overcrossings will not connect to the Parkway.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.4.2	Mitigation Consideration: Based on consultation with local jurisdictions, Tier 2 mitigation strategies will include the development of design improvements to reduce farmland impacts, such as: <ul style="list-style-type: none"> • Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment; • Partnering with local jurisdictions to institute land use controls (if local jurisdictions deem these necessary or desirable), such as general plan 	Lead Agency, Project Proponent	During preliminary engineering as part of Tier 2 analyses.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
	amendments, zoning/overlay zoning changes, covenants/deed restrictions, agricultural/conservation easements, and urban growth boundaries; and <ul style="list-style-type: none"> • Determination of the number, location and design of specific project features such as overcrossings. 		
4.4.3	Mitigation Consideration: Farmland impacts could be reduced via land purchase/leases that would allow for continued use of the no-development buffer zone for agricultural purposes, subject to performance standards to be developed in Tier 2.	Project Proponent	Identify during Tier 2 analyses. Purchase/ lease may extend beyond completion of Tier 2, but would be completed prior to construction.
4.4.4	Mitigation Consideration: Conversion of farmland to nonfarmland uses could be mitigated by preserving an equal amount of agricultural land within the respective counties in those areas that have not been approved or proposed for urban uses (i.e., primarily in the Central Segment). This would be consistent with Placer County's current policy of requiring one-to-one (1:1) replacement for agricultural land impacted by proposed projects where feasible. The no-development buffer zone as proposed would meet much of this mitigation goal, subject to performance standards to be developed in Tier 2. This mitigation strategy should be coordinated with the Placer and Sutter County Agricultural Commissioners, particularly in areas where agricultural lands will have been converted to other uses prior to Placer Parkway Tier 2 environmental review, to ensure that a fair share mitigation strategy is promoted. This mitigation strategy would reduce impacts to farmlands.	Project Proponent	Identify during Tier 2 analyses. Purchase/ lease may extend beyond completion of Tier 2, but would be completed prior to construction.
4.4.5	Mitigation Consideration: Agricultural easements administered by land trusts (examples include Placer Land Trust, Ducks Unlimited, The Nature Conservancy, American Farmland Trust) or other nonprofit entities on agricultural parcels should be considered as a means to mitigate for the permanent loss of agricultural land within the Sutter and Placer County region. The Agricultural Land Stewardship Program established by the California Farmland Conservancy, administered by the Division of Land Resource Protection under the Department of Conservation, which is a grant program that aids in purchasing and/or partially funding agricultural easements, could also be applicable, as could agricultural easements administered by Placer County.	Lead Agency, Project Proponent	Identify during Tier 2 analyses. Purchase/ lease may extend beyond completion of Tier 2, but would be completed prior to construction.
4.4.6	Mitigation Consideration: The Placer County Conservation Plan (PCCP) may be finalized	Lead Agency,	Depends upon status of

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Measure Number	Task and Brief Description	Responsible Entity	Timing
	and approved prior to corridor acquisition for the Parkway. At this time, Sutter County does not have similar established criteria, or a program to review, execute, and administer agricultural easements. The Natomas Basin Habitat Conservation Plan (NBHCP) may provide a structure that would be suitable for such mitigation.	Project Proponent	PCCP at completion of Tier 2. Utilize PCCP if available for mitigation. Also utilize NBHCP.
4.4.7	Mitigation Commitment: To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), which will help to avoid/minimize disruption to agricultural activities, overcrossings will be constructed, as appropriate, to convey traffic over the Parkway. These overcrossings will not connect to the Parkway.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.4.8	Mitigation Consideration: Based on consultation with local jurisdictions, Tier 2 mitigation strategies will include the development of design improvements to reduce disruption to agricultural activities, such as: <ul style="list-style-type: none"> • Provision of alternative access to remnant parcels. • Determination of the number, location and design of specific project features such as overcrossings. • Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment. • Partnering with local jurisdictions to institute land use controls (if local jurisdictions deem these necessary or desirable), such as general plan amendments, zoning/overlay zoning changes, covenants/deed restrictions, agricultural/conservation easements, and urban growth boundaries. 	Lead Agency, Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.4.9	Mitigation Consideration: Farmland impacts could be reduced via land purchase/leases that would allow for continued use of the no-development buffer zone for agricultural purposes, subject to performance standards to be developed in Tier 2. This could include short-term leasing agreements to farm portions of the future right-of-way in order to aid in offsetting the early conversion of agricultural land for transportation purposes and to encourage the continuation of agricultural production as long as feasible during the initial phases of the construction of the Parkway.	Lead Agency, Project Proponent	Identify during Tier 2 analyses. Purchase/lease may extend beyond completion of Tier 2, but would be completed prior to construction.
4.4.10	Mitigation Consideration: The Parkway may be inconsistent with Sutter County policies 6.A-1, 6.A-6 and 6.A-7, Placer County policies 7.A.1, 7.A.2, 7.A.3, 7.A.7, 1.H.3, and 1.H.4, as well as Sunset Industrial Plan Area policies 1.E.1, 1.E.2, 1.E.3, and 1.E.4.	Project Proponent, Placer and	During Tier 2 analyses.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
	<p>If the creation of parcels larger than the respective General Plan designated/Zoning Ordinance minimum size is not feasible, then the following mitigation strategies could be considered:</p> <ul style="list-style-type: none"> • General Plan Amendments or Zoning Ordinance Amendments for the affected properties could be enacted to ensure consistency with ordinance requirements. • Sutter and Placer counties could enact a potential zoning overlay district for parcels reduced in size by Placer Parkway that would recognize the special nonconforming nature of these properties. • Parkway proponents could purchase remainder parcels in their entirety so that there would not be a zoning consistency issue. 	Sutter Counties	
5. Public Services and Utilities			
4.5.1	Mitigation Commitment: To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), which will contribute to avoidance of public service impacts, overcrossings will be constructed, as appropriate, to convey traffic over the Parkway. These overcrossings will not connect to the Parkway.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.5.2	Mitigation Consideration: Strategies related to potential reduction in the useful life of the landfill expansion area could include providing compensatory land, providing or participating in programs to reduce generation or increase diversion through new programs or new technologies, or contributing to infrastructure improvements that will eventually be needed to send materials off site. Given the magnitude of the impact and the long time period available for planning minimization strategies, impacts to the facility are likely to be minor.	Project Proponent	Identify during Tier 2 analyses. Implementation may extend beyond completion of Tier 2, but would be completed prior to construction.
6. Visual/Aesthetics			
4.6.1	Mitigation Commitment: All visual mitigation strategies will be designed and implemented with the concurrence of the Caltrans District Landscape Architect, or as defined by the Federal Highway Administration (FHWA).	Lead Agency, Caltrans, Project Proponent	During Tier 2 design and analysis.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
4.6.2	Mitigation Commitment: Parkway features and treatments will be designed to help complement the existing agricultural landscape within south Sutter and southwestern Placer counties where agricultural activities are projected to continue. In accordance with the FHWA and Caltrans requirements, the Caltrans District Landscape Architect will review all project features and treatments before project design completion.	Lead Agency, Caltrans, Project Proponent	During Tier 2 design and analysis.
4.6.3	Mitigation Commitment: Landscaping concepts for Placer Parkway will respect the topography and vistas in the study area and complement the varying character of land adjacent to the Parkway corridor. Where wetlands adjoin the Parkway, designs shall use appropriate wetland species to the extent practicable. At the time of the Tier 2 environmental review, a Landscaping Conceptual Plan shall be developed for the Parkway, to be reviewed by the Caltrans District Landscape Architect (see the Visual Impact Assessment for this Tier 1 EIS/EIR for further details). Lighting elements will be approved for safety by Caltrans.	Lead Agency, Caltrans, Project Proponent	During Tier 2 design and analysis.
4.6.4	Mitigation Consideration: In order to ensure compatibility with future planning efforts, it is assumed that local jurisdictions would also review the Visual Impact Assessment (URS, 2007a) for this Tier 1 EIS/EIR.	Placer County, Sutter County, City of Roseville, City of Rocklin	During Tier 2 design and analysis.
4.6.5	Mitigation Consideration: Design of lighting elements would consider requirements of the Landscaping Conceptual Plan for minimizing potential aesthetic impacts (e.g., shielding lighting elements, using lower voltage lighting for planting areas, and proposing lighting fixtures that complement the visual character of the area).	Lead Agency, Project Proponent	During Tier 2 design and analysis.
7. Cultural Resources			
4.7.1	Mitigation Commitment, Archeological Resources: If previously undetected archaeological resources are encountered during construction of the Parkway following the Tier 2 analysis, consistent with Caltrans policy, ground-disturbing activities within the vicinity would be halted until a qualified archaeologist can evaluate the nature and significance of the find. If the discovery includes human remains, the Placer and/or Sutter County Coroners and Department of Museums would also be consulted.	Construction Contractor	During construction, following the Tier 2 analysis.
4.7.2	Mitigation Commitment, Historic Built Environment Resources: Three properties in the study area (Assessor's Parcel Number [APN] 35-260-011, APN 35-260-014, and APN	Lead Agency, Project	During Tier 2 design and analysis.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
	017-130-0 require further evaluation for National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR) eligibility. Following this evaluation, if the Parkway is expected to result in adverse impacts on NRHP and CRHR properties, then efforts will be made to develop a roadway design within the chosen corridor that avoids or minimize impacts on these resources as far as possible. If impacts cannot be avoided by such measures, consultation will be initiated with the State Historic Preservation Officer to identify potential measures to mitigate such impacts.	Proponent	
4.7.3	<p>Mitigation Commitment, Paleontological Resources: If paleontological resources are identified that cannot be avoided, the following mitigation strategies will be employed:</p> <ul style="list-style-type: none"> • Pre-construction meetings should be held with key construction personnel to provide brief discussions pertaining to paleontological resource significance, visual identification, and discovery notification procedures. • Proposed construction areas will be monitored by a professional paleontologist during construction, to ensure that subsurface paleontological resources are adequately protected. Monitoring will include provisions for intermittent checking of excavation spoils for significant paleontological materials during site grading and excavation and measures for salvaging fossils, as necessary. • If unique paleontological resources are discovered, then all significant fossil material will be collected, prepared, identified, and curated into a state-designated scientific repository. Salvage operations will be conducted in accordance with professional paleontological standards (e.g., Society of Vertebrate Paleontology standards) 	Construction Contractor	Prior to and during construction following the Tier 2 analysis.
4.7.4	Mitigation Consideration, Archaeological Resources: If more extensive investigations carried out for the Tier 2 analysis identify previously unknown archaeological resources in the selected corridor alignment, then efforts can be made to align the roadway within the chosen corridor, and to develop a roadway design that avoids or minimizes impacts on these resources as far as possible.	Project Proponent	During Tier 2 design and analysis.
4.7.5	Mitigation Consideration, Historic Built Environment Resources: Mitigation for impacts on historic, built environment resources could include relocation of historic resource, recordation and documentation according to the National Park Service's Historic American Building Survey/Historic American Engineering Record standards, development of interpretive or educational exhibits, or development of an oral history project.	Lead Agency	During Tier 2 design and analysis.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
4.7.6	Mitigation Consideration, Paleontological Resources: If more extensive investigations carried out for the Tier 2 analysis identify previously unknown paleontological resources in the selected corridor alignment, then efforts can be made to develop a roadway design within the chosen corridor that avoids or minimize impacts on these resources as far as possible.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
8. Traffic and Transportation			
4.8.1	Mitigation Commitment: To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), which will contribute to mitigation of traffic impacts, overcrossings will be constructed, as appropriate, to convey traffic over the Parkway. These overcrossings will not connect to the Parkway.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.8.2	<p>Mitigation Consideration, State Route (SR) 70/99: Under both 2020 and 2040 conditions, all of the corridor alignment alternatives for Placer Parkway would add traffic to SR 70/99 between Interstate 5 (I-5) and Riego Road and would cause a significant impact on the level of service (LOS) of this freeway segment. The following strategies (individually or in combinations) could reduce the Parkway’s impacts on SR 70/99 by decreasing the length of time spent in LOS F conditions during the morning and evening peak periods:</p> <ul style="list-style-type: none"> • Add high-occupancy vehicle lanes to SR 70/99 between Placer Parkway and I-5. • Construct a controlled-access roadway parallel to SR 70/99 between Riego Road and Elkhorn Boulevard. The roadway could carry short- to medium-range trips between future growth areas in southern Sutter County and northern Sacramento County that would otherwise use SR 70/99. • Provide substantial transit services in the SR 70/99 corridor, including express bus services during commute periods and frequent all-day services from urban areas of Sutter and southwest Placer counties to the Natomas area and downtown Sacramento. • Identify “fair-share” contributions for new development in portions of Placer, Sutter, and Yuba counties that would contribute traffic to SR 70/99 to help fund improvements to SR 70/99. <p>The growth in traffic demand on SR 70/99 will stem from development over a wide area. Traffic impact fees on this new development are a potential source of funding for improvements in the SR 70/99 corridor. To adequately spread the cost of improvements on a fair-share basis, a mechanism such as a multijurisdictional Joint Powers Authority</p>	Caltrans, Lead Agency	During Tier 2 design and analysis. Implementation may extend beyond completion of Tier 2.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
	that covers portions of Placer, Sutter, and Yuba counties, would need to be established to collect fees and plan, design, and construct improvements.		
4.8.3	<p>Mitigation Consideration, State Route 65: Under both 2020 and 2040 conditions, all of the corridor alignment alternatives for Placer Parkway would add traffic to SR 65 between Placer Parkway and the SR 65 Lincoln Bypass and would cause a significant impact on the LOS of this freeway segment. Several strategies were identified that by themselves or in combination could mitigate the LOS impacts on this segment of SR 65. These are as follows:</p> <ul style="list-style-type: none"> • Widen SR 65 to six lanes between Placer Parkway and the SR 65 Lincoln Bypass by 2020. • Provide additional north-south capacity on local roadways parallel to SR 65. • Provide substantial transit services in the SR 65 Corridor. • Identify fair-share contributions for new development that would contribute traffic to SR 65 to help fund improvements to SR 65. <p>The growth in traffic demand on SR 65 will stem from development over a wide area. Traffic impact fees on this new development are a potential source of funding for improvements in the SR 65 corridor. The South Placer Regional Transportation Authority (SPRTA) adopted the Regional Transportation and Air Quality Mitigation fee, which assesses new development for impacts on specified regional transportation facilities. One of these projects is to widen SR 65 between Interstate 80 (I-80) and Twelve Bridges Drive. In 2009, Placer County and the cities of Lincoln, Rocklin, and Roseville adopted a Tier II Memorandum of Agreement (MOA) fee program which includes \$480 million to fund the Placer Parkway. This funding will include improvements for the SR 65/Parkway/Whitney Ranch Parkway interchange and contribute \$5 million to the improvement to improve the I-80/SR 65 interchange.</p>	Caltrans, Lead Agency	During Tier 2 design and analysis. Implementation may extend beyond completion of Tier 2.
4.8.4	<p>Mitigation Consideration, Fiddymment Road: Under 2040 conditions, all alternatives for Placer Parkway would add traffic to Fiddymment Road north of the future Blue Oaks Boulevard and cause a significant impact on the LOS of this roadway segment. The following strategies were identified to mitigate the LOS impacts on this segment of Fiddymment Road:</p> <ul style="list-style-type: none"> • Provide adequate lanes at the Fiddymment Road/Blue Oaks Boulevard and Fiddymment Road/North Hayden Parkway intersections. • Widen Fiddymment Road to six lanes between Blue Oaks Boulevard and the 	Lead Agency, SPRTA	During Tier 2 design and analysis. Implementation may extend beyond completion of Tier 2.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
	<p>Roseville City limits.</p> <ul style="list-style-type: none"> • Construct an interchange on Placer Parkway at Watt Avenue. • Identify fair-share contributions for new development that would contribute traffic to Fiddymment Road to help fund improvements to Fiddymment Road. <p>Based on discussions with the City of Roseville, the segment of Fiddymment Road between Blue Oaks Boulevard and the Roseville city limits was assumed to have four lanes under all scenarios. A segment-based analysis suggests a widening of this segment to six lanes to mitigate the LOS impact. However, Roseville’s LOS policy focuses on the operations of signalized intersections during the p.m. peak hour at buildout of the City’s entitled land uses. Construction of adequate turn lanes at the intersections of Fiddymment Road/Blue Oaks Boulevard and Fiddymment Road/North Hayden Parkway may provide LOS C conditions without the need for a widening of this segment to six lanes.</p> <p>Since this segment of Fiddymment Road would not have a significant LOS impact if an interchange is constructed on Placer Parkway, this interchange could be considered as a mitigation measure.</p> <p>The growth in traffic demand on Fiddymment Road will stem from development over portions of Roseville, Lincoln, and unincorporated Placer County. Traffic impact fees on this new development are a potential source of funding for improvements to Fiddymment Road. To adequately spread the cost of improvements on a fair-share basis, a mechanism such as a multijurisdictional Joint Powers Authority that covers portions of several jurisdictions, would need to be established. Placer County and the City of Roseville have established a Joint Powers Authority that covers portions of those jurisdictions to fund certain roadway improvements in west Placer County, including Fiddymment Road and Walerga Road.</p>		
4.8.5	<p>Mitigation Consideration, Whitney Ranch Parkway: Under 2040 conditions, all of the corridor alignment alternatives for Placer Parkway would add traffic to Whitney Ranch Parkway between SR 65 and University Avenue and would cause a significant impact on the LOS of this roadway segment. The following strategies were identified to mitigate the LOS impacts on this segment of Whitney Ranch Parkway:</p> <ul style="list-style-type: none"> • Widen Whitney Ranch Parkway to eight lanes west of University Avenue. • Identify fair-share contributions for new development that would contribute 	Lead Agency, SPRTA	During Tier 2 design and analysis. Implementation may extend beyond completion of Tier 2.

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	<p>traffic to Whitney Ranch Parkway to help fund improvements to Whitney Ranch Parkway.</p> <p>The growth in traffic demand on Whitney Ranch Parkway will stem from development in portions of the cities of Rocklin and Lincoln as well as unincorporated Placer County. Traffic impact fees on this new development are a potential source of funding for improvements to Whitney Ranch Parkway. The City of Rocklin has development fees for roadway improvements. The SPRTA adopted the Regional Transportation and Air Quality Mitigation fee, which assesses new development for impacts on specified regional transportation facilities. One of these projects is to widen SR 65 between I-80 and Twelve Bridges Drive. In 2009, Placer County and the cities of Lincoln, Rocklin, and Roseville adopted a Tier II MOA fee program which includes \$480 million to fund the Placer Parkway. This funding will include improvements for the SR 65/Parkway/Whitney Ranch Parkway interchange and contribute \$5 million to the improvement to improve the I-80/SR 65 interchange.</p>		
4.8.6	<p>Mitigation Consideration, Valley View Parkway: Under 2040 conditions, all of the corridor alignment alternatives for Placer Parkway would add traffic to Valley View Parkway and would cause a significant impact on the LOS of this roadway segment. The following strategies were identified to mitigate the LOS impacts on this segment of Valley View Parkway:</p> <ul style="list-style-type: none"> • Provide adequate turn lanes at the Valley View Parkway/Sierra College Boulevard and Valley View Parkway/Park Drive intersections. • Widen Valley View Parkway to four lanes. • Identify “fair share” contributions for new development that would contribute traffic to Valley View Parkway to help fund improvements to Valley View Parkway. <p>Based on input from the City of Rocklin, Valley View Parkway through the Clover Valley area of Rocklin was assumed to have two lanes under all scenarios. A segment-based analysis suggests a widening of this segment to four lanes to mitigate the LOS impact. However, the intersections along Valley View Parkway/Sierra College Boulevard would have relatively low traffic volumes on its cross streets. Due to those conditions, the daily capacity of this segment may be greater than those used for this analysis. Construction of adequate turn lanes at the intersections of Valley View Parkway/Sierra College Boulevard and Valley View Parkway/Park Drive may provide LOS C conditions without the need for a widening of this segment to four lanes.</p>	Lead Agency, SPRTA	During Tier 2 design and analysis. Implementation may extend beyond completion of Tier 2.

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	<p>The growth in traffic demand on Valley View Parkway will stem from development in portions of Rocklin and unincorporated Placer County. Traffic impact fees on this new development are a potential source of funding for improvements to Valley View Parkway. The City of Rocklin has development fees for roadway improvements. To spread the cost of improvements on a fair-share basis to portions of both Rocklin and unincorporated Placer County, some mechanism, such as a multi-jurisdictional Joint Powers Authority that covers portions of Rocklin and unincorporated Placer County, would need to be established.</p>		
4.8.7	<p>Mitigation Consideration, Sierra College Boulevard: Under 2040 conditions, all corridor alignment alternatives for Placer Parkway would add traffic to Sierra College Boulevard between the future Valley View Parkway (in the proposed Clover Valley area of Rocklin) and English Colony Way and would cause a significant impact on the LOS of this roadway segment. The following strategies were identified to mitigate the LOS impacts on this segment of Sierra College Boulevard:</p> <ul style="list-style-type: none"> • Provide adequate turn lanes at the Sierra College Boulevard/Valley View Parkway and Sierra College Boulevard/English Colony Way intersections. • Widen Sierra College Boulevard to six lanes between Valley View Parkway and English Colony Way. • Identify fair-share contributions for new development that would contribute traffic to Sierra College Boulevard to help fund improvements to Sierra College Boulevard. <p>The segment of Sierra College Boulevard between Valley View Parkway and English Colony Way was assumed to have four lanes under all scenarios. A segment-based analysis suggests a widening of this segment to six lanes. However, the intersections along Sierra College Boulevard are T intersections, with relatively low traffic volumes on its cross streets. Due to those conditions, the daily capacity of this segment may be greater than those used for this analysis. Construction of adequate turn lanes at the intersections of Sierra College Boulevard/Valley View Parkway and Sierra College Boulevard/English Colony Way may provide LOS C conditions without the need for a widening of this segment to six lanes.</p> <p>The growth in traffic demand on Sierra College Boulevard will stem from development over a wide area. Traffic impact fees on this new development are a potential source of funding for improvements to Sierra College Boulevard. The SPRTA currently collects</p>	Lead Agency, SPRTA	During Tier 2 design and analysis. Implementation may extend beyond completion of Tier 2.

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	traffic impact fees for various improvements to regional roadways in south Placer County, including widening this section of Sierra College Boulevard to four lanes. Additional improvements to this section of Sierra College Boulevard could be incorporated into the SPRTA fees.		
4.8.8	Mitigation Consideration, Sierra College Boulevard: As discussed in Section 4.8.3, Alternative 5 would result in a less than desirable radius in one location (near the intersection of the planned extensions of Watt Avenue and Blue Oaks Boulevard) if the ultimate design places Placer Parkway along the northerly side (or inside) of the corridor alignment's curve. If the Parkway is located on the northerly side of the 1,000-foot-wide corridor, the actual centerline radius of the Parkway would be approximately 1,000 feet less than the desired design standard and 700 feet less than the Caltrans' recommended minimum radius for urban freeways. To avoid an impact on the project's design standards, the Parkway should be located along the southerly side (outside) of the corridor alignment's curve in this location.	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
9. Air Quality			
4.9.1	Mitigation Commitment: No open burning of removed vegetation will be allowed during infrastructure improvements. Vegetative material will be chipped and delivered to waste to energy facilities, or to an appropriate disposal site.	Project Proponent (contracting phase); Construction Contractor (during construction)	Specify as part of construction contract documents. Implement during construction.
4.9.2	Mitigation Commitment: If it is not possible to maintain a distance of 500 feet or more between the edge of the Parkway and any sensitive air receptors (see Section 4.9.3.4), then Feather River Air Quality Management District (FRAQMD) and Placer County Air Pollution Control District (PCAPCD) will be consulted to determine the need for a health risk assessment. If a health risk assessment is performed and risks exceed the accepted standards, mitigation will be implemented as appropriate to reduce risks to an acceptable level, and will include consideration of relocations if necessary.	Project Proponent	During Tier 2 design and analysis.
4.9.3	Mitigation Commitment: Environmental reports prepared for proposed development projects, such as specific and community plans, that are in close proximity to the Parkway (i.e., 500 feet or less) will be reviewed. As appropriate, Placer County Transportation Planning	Lead Agency	During Tier 2 design and analysis.

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	<p>Agency (PCTPA) will request, via comments on such documents, that potential detrimental health risks posed to individuals living near the corridor are considered, and that local jurisdictions add policies to their development review process or general plans that require assessment of air toxics for projects within 500 feet of the Parkway. PCPTA will also request that, before a city, county, special district or school district approves a project that would place sensitive receptors (e.g., children, the elderly, and hospitals) within 500 feet of the selected corridor, an analysis of potential air toxic contaminants be conducted to determine whether mitigation strategies are needed as part of the proposed use, or if the location is not appropriate for such a use. This supplemental analysis would provide information regarding the potential health risks to exposed individuals. Since Placer Parkway would likely be constructed within a 500- to 1,000-foot-wide corridor, unless the size of the buffer is adjusted as described in Section 2.2.4.1 at the bottom of page 2-9 of the Draft Tier 1 EIS/EIR, development projects could be at least 500 feet from the roadway depending on the location of the roadway within the corridor, in which case it is possible that no additional assessment would be required.</p>		
4.9.4	<p>Mitigation Commitment: A dust control plan will be prepared and implemented, and will address the minimum Administrative Requirements found in Regulation 3.16, <i>Fugitive Dust Emissions</i> (FRAQMD, 2006) and Section 400 of <i>District Rule 228, Fugitive Dust</i> (PCAPCD, 2006). Additional details of dust control strategies are provided in the Placer Parkway Air Quality Technical Memorandum. Dust control strategies will include using appropriate measures to prevent dust and dirt from contaminating offsite areas and controlling dust to prevent air quality and water contamination from inactive construction areas.</p>	<p>Project Proponent (contracting phase); Construction Contractor (during construction)</p>	<p>Specify as part of construction contract documents. Implement during construction.</p>
4.9.5	<p>Mitigation Commitment: Prior to construction, the contractor will be required to provide FRAQMD and PCAPCD with a comprehensive inventory of construction equipment and anticipated construction timeline.</p>	<p>Project Proponent (contracting phase); Construction Contractor (during construction)</p>	<p>Specify as part of construction contract documents. Implement during construction.</p>
4.9.6	<p>Mitigation Commitment: Construction equipment and vehicles will be maintained so that exhaust emissions shall not exceed <i>District Rule 202 Visible Emission</i> limitations. Operators of vehicles and equipment found to exceed opacity limits are to be</p>	<p>Project Proponent (contracting phase);</p>	<p>Specify as part of construction contract documents. Implement</p>

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	immediately notified and the equipment must be repaired within 72 hours. An Applicant representative that is certified by the California Air Resources Board (CARB) to perform VEE shall routinely evaluate project-related off-road and heavy-duty on-road equipment emissions for compliance with this requirement.	Construction Contractor (during construction)	during construction.
4.9.7	Mitigation Commitment: Idling time for diesel-power equipment will be minimized to 5 minutes or less for all diesel-power equipment.	Project Proponent (contracting phase); Construction Contractor (during construction)	Specify as part of construction contract documents. Implement during construction.
4.9.8	Mitigation Consideration: During Tier 2 design, consideration will be given to aligning the Parkway within the selected corridor to maximize the distance between the roadway's edge and any sensitive air receptors (see Section 4.9.3.4).	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.9.9	Mitigation Consideration: Where possible, alternative power sources (e.g., power poles) and fuel will be used to operate equipment instead of using diesel-powered equipment. If existing sources are not available, low sulfur fuel will be used for diesel power generators.	Project Proponent (contracting phase); Construction Contractor (during construction)	Specify as part of construction contract documents. Implement during construction.
4.9.10	Mitigation Consideration: Where possible, alternative fuel such as aqueous or emulsified diesel fuel will be used for all equipment to reduce oxides of nitrogen (NO _x) and diesel exhaust emissions.	Project Proponent (contracting phase); Construction Contractor (during construction)	Specify as part of construction contract documents. Implement during construction.
4.9.11	Mitigation Consideration: Within Tier 2 design, consideration will be given to the strategic placement of trees near roadways (in accordance with FHWA and Caltrans guidance) to	Project Proponent	During Tier 2 design and analysis.

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	enhance pollutant dispersal and provide shading to reduce diurnal hydrocarbon emissions.		
4.9.12	Mitigation Consideration: Construction will comply with all relevant California Air Pollution Control District rules and policies, and all grading codes and construction air quality policies designed to limit idling and construction equipment emissions, including ozone precursor emission controls, preparation of diesel emission reduction plans, requirements for use of CARB-certified equipment for post combustion controls, and compliance with state construction vehicle emission standards, etc.	Project Proponent (contracting phase); Construction Contractor (during construction)	Specify as part of construction contract documents. Implement during construction.
10. Noise			
4.10.1	Mitigation Commitment: PCTPA will request that jurisdictions require that applicants for development proposals that may be affected by traffic patterns associated with the Parkway perform a noise impact study as part of their environmental review process, using the projected traffic volumes in the Parkway traffic report (DKS Associates, 2007) to assess the potential for exceedances of the land use compatibility noise thresholds identified in their general plans. PCPTA will recommend that jurisdictions should work to avoid such exceedances in their planning processes so as to avoid costly mitigation in the future.	Lead Agency	During Tier 2 design and analysis.
4.10.2	Mitigation Commitment: To minimize construction noise, the following construction noise control strategies will be required to be implemented by the contractor: <ul style="list-style-type: none"> • Minimize nighttime and weekend work. • Use portable noise screens to provide shielding for jack hammering or other similar activities when work is close to the hotels. • Compliance with Caltrans' Standard Specifications 7-1.011 (July 1999) "Sound Control Requirements." The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, should be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the project without said muffler. 	Project Proponent (contracting phase); Construction Contractor (during construction)	Specify as part of construction contract documents. Implement during construction.
4.10.3	Mitigation Consideration: Potential noise abatement strategies identified in the Caltrans policy (Caltrans, 1998) include the following:	Project Proponent,	During Tier 2 design and analysis.

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	<ul style="list-style-type: none"> • Avoiding the project impact by using design alternatives, such as altering the horizontal and vertical alignment of the project. • Constructing noise barriers. • Acquiring property to serve as a buffer zone. • Using traffic management strategies to regulate types of vehicles and speeds. • Acoustically insulating public use or nonprofit institutional structures. 	Lead Agency	
4.10.4	Mitigation Consideration: PCTPA would consider the use of noise barriers to abate noise impacts on sensitive receptors. The reasonableness of this noise mitigation strategy and the criteria for determining it would be guided by Caltrans policy.	Lead Agency	During Tier 2 design and analysis.
11. Hydrology and Floodplains			
4.11.1	<p>Mitigation Commitment: Tier 2 design will include the following strategies to reduce potential hydrological and floodplain impacts:</p> <ul style="list-style-type: none"> • Limitation of temporary disturbance to minimum areas necessary for construction and restoration of disturbed areas to pre-project conditions. • Avoidance and/or minimization of construction activities in or near creeks and floodplains, including limiting amount of fill placed in creeks. • Use of the least intrusive construction methods reasonably available. • Design of project features (e.g., culverts, drainage systems, and bridges) to avoid increasing flow velocities that may cause or contribute to downstream erosion and flooding and minimize potential for debris clogging that could cause flooding. Bridges and columns will be designed such that increase in the BFE will be less than one foot as specified by the Federal Emergency Management Agency (see Section 3.1 Placer Parkway Hydrology and Floodplains Technical Report (URS, 2007b)). • Use of structural runoff controls, such as vegetated swales. • Incorporation of appropriate best management practices (BMPs) (e.g., provided appropriate detention and use vegetation to reduce flow velocities and peak discharges). • Maximization of the angle of stream crossing to as close to 90° as possible. • Implementation of Caltrans/Sutter County/Placer County BMPs as described in 	Project Proponent (during design and contracting phases); Construction Contractor (during construction)	Implement design strategies during Tier 2 design and analysis; implement construction requirements during construction.

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	<p>the Caltrans Statewide Stormwater Management Plan.</p> <ul style="list-style-type: none"> • Compliance with standard conditions in the form of regulatory requirements of federal, state and local agencies including Sutter County, Placer County Flood Control and Water Conservation District, and Reclamation District 1000 requirements for siting and design of facilities and hydrologic modification and floodplain encroachment guidance and siting/design guidance from FHWA, USCOE, Caltrans, and CDFG. 		
4.11.2	<p>Mitigation Consideration: Tier 2 design would consider, where possible, implementation of the following strategies to reduce potential impacts on hydrology and floodplains:</p> <ul style="list-style-type: none"> • Avoidance or minimization of stream crossings. • Alignment of the roadway within the corridor to decrease impervious cover by reducing the area of pavement or number of road miles. • Provision of sufficient setback distances in accordance with Caltrans and county requirements between the highway right-of-way and wetlands or riparian areas. • Location of the Parkway and bridges away from sensitive areas and establish buffer zones. • Mimic natural patterns as much as possible, including considering Low Impact Development whenever appropriate. 	Project Proponent	During preliminary engineering as part of Tier 2 analyses.
4.11.3	<p>Mitigation Consideration: PCTPA will evaluate the potential use of an expansion of the City of Roseville retention basin as part of mitigation for the Parkway. Such an expansion would require City of Roseville approval and additional environmental review.</p>	Project Proponent, Lead Agency	During Tier 2 design and analysis.
4.11.4	<p>Mitigation Consideration: PCTPA will identify and address, as needed, Pleasant Grove Creek/Curry Creek Watershed Management Groups' requirements.</p>	Project Proponent, Lead Agency	During Tier 2 design and analysis.
4.11.5	<p>Mitigation Consideration: Objectives from the Pleasant Grove/Curry Creek Ecosystem Restoration Plan may be relevant and should be considered during planning, design, and construction of Placer Parkway.</p>	Project Proponent, Lead Agency	During Tier 2 design and analysis.
12. Water Quality			
4.12.1	<p>Mitigation Commitment: Compliance with standard conditions in the form of regulatory requirements of federal, state and local agencies including compliance with National</p>	Project Proponent	Implement design strategies during Tier 2

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	<p>Pollutant Discharge Elimination System (NPDES) requirements and Sutter and Placer county ordinances during Parkway construction and operations with respect to the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and BMPs to prevent erosion, control runoff, reduce roadway and vehicle pollutants from entering watercourses; and prevention of pollution discharge off site. Additional details of these strategies are included in the Placer Parkway Water Quality Technical Memorandum. Specific strategies would include:</p> <ul style="list-style-type: none"> • Meeting Sutter and Placer county, and Reclamation District No. 1000 requirements for siting and design of facilities. • Pursuant to the Phase II NPDES General Permit for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems, the Parkway also must incorporate long-term, post-construction BMPs and monitoring to protect water quality and control runoff. Projects in Placer County must currently comply with these requirements. To comply with federal and state Clean Water Act requirements, local agencies may be required to adhere to Low Impact Development (LID) principles to protect water quality in the interest of fish and wildlife. LID strategies that integrate BMPs to protect water quality may also reduce runoff. Compliance with the applicable Caltrans and county NPDES Stormwater Permits; includes preparation and implementation of a Water Quality Management Plan. • Compliance with the NPDES General Construction Activity Stormwater Permit; includes preparation and implementation of an SWPPP. • Compliance with the applicable Sutter and Placer county ordinances that require Erosion and Grading Plans. 	(during design, permitting, and contracting phases); Construction Contractor (during construction)	design and analysis; implement construction requirements during construction.
4.12.2	Mitigation Commitment: If the Parkway involves discharge or places fill material into navigable water or wetlands, an application for a Section 404 permit must be submitted to the USCOE. This permit is required to ensure that discharge will not violate water quality standards.	Project Proponent	During Tier 2 design and analysis.
4.12.3	Mitigation Commitment: If the Parkway requires realignment of streams, which may include installation of culverts in streams, a Streambed Alteration agreement must be obtained from CDFG.	Project Proponent	During Tier 2 design and analysis.
4.12.4	Mitigation Commitment: In the event that during detailed design the need arises for	Project	During Tier 2 design

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	dewatering during construction, the PCTPA will file an application for the Dewatering and Low Threat Discharges to Surface Waters Permit, Order No. 5-00-175 (NPDES CAG995001).	Proponent	and analysis.
4.12.5	Mitigation Commitment: The Caltrans Stormwater Quality Handbook (Caltrans, 2003a) Statewide Stormwater Management Plan (Caltrans, 2003b), and other Caltrans reference documents identify permanent and temporary BMPs that have been approved for statewide application and which must be considered during the planning and design process. Details of these BMPs are provided in the Placer Parkway Water Quality Technical Memorandum.	Project Proponent	During Tier 2 design and analysis.
4.12.6	Mitigation Consideration: To offset the increased volume of runoff created by the Parkway, the Parkway proponents could contribute to an expansion of the Reason Farms Regional Retention Basin. PCTPA will evaluate the potential use of an expansion of this retention basin as part of mitigation for the Parkway. Such an expansion would require City of Roseville approval and additional environmental review. PCTPA would also incorporate additional mitigation facilities to minimize run-off in areas outside of the Roseville Basin.	Lead Agency	During Tier 2 design and analysis.
4.12.7	Mitigation Consideration: PCTPA will identify and address, as needed, Pleasant Grove Creek/Curry Creek Watershed Management Groups' requirements. Objectives from the Pleasant Grove/ Curry Creek Ecosystem Restoration Plan may be relevant and should be considered during planning, design, and construction of Placer Parkway.	Project Proponent, Lead Agency	During Tier 2 design and analysis.
4.12.8	Mitigation Consideration: Tier 2 design would consider, where possible, implementation of the following strategies to reduce potential impacts on water quality: <ul style="list-style-type: none"> • Limitation of disturbance during construction to minimize impacts, particularly near creeks, wetlands and vernal pool complexes, including limiting amount of fill placed in creeks, wetlands, or vernal pool complex areas and restoring disturbed areas to minimize erosion. • Locating the roadway to avoid or minimize impacts to streams and ecologically sensitive areas (e.g., wetlands and vernal pool complex areas). • Avoidance or minimization of stream crossings. • Consideration of bridges or viaducts across stream crossings where the angle of the crossing is 45 degrees or less. 	Project Proponent, Lead Agency	During Tier 2 design and analysis.

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	<ul style="list-style-type: none"> • Consideration of the use of a combination of a viaduct/conventional highway in the western part of the Parkway. • Alignment of the roadway within the corridor to decrease impervious cover by reducing the area of pavement or number of road miles. • Provision of sufficient setback distances in accordance with Caltrans and county requirements between the highway right-of-way and wetlands or riparian areas. • Location of the Parkway and bridges away from sensitive areas and establish buffer zones. • Mimic natural patterns as much as possible, including considering LID whenever appropriate. • Locate the alternative as low in the watershed as possible, to minimize the area affected. • Design project features to avoid direct discharge of roadway runoff that may contain pollutants into streams and other sensitive sites (e.g., wetlands and vernal pool complex areas). • Use of structural runoff controls, such as vegetated swales. • Obtaining floodplain easements on private land adjacent to the Parkway in order to provide potential detention/retention facilities to mitigate excessive runoff and provide flood control. • Identify and address, as needed, Natomas Basin Habitat Conservation Plan (NBHCP)'s Requirements, including ensuring that stormwater runoff from the Parkway should not be discharged directly into habitat areas of special-status species (see the Placer Parkway Water Quality Technical Memorandum for further details). 		
13. Soils, Geology, and Seismicity Because no soil, geology, and seismicity impacts are identified, no mitigation strategies have been recommended for Tier 1 or Tier 2.			
14. Biology Resources			
4.14.1	Mitigation Commitment: Mitigation Strategy under the Natomas Basin Habitat Conservation Plan (NBHCP): Mitigation strategy for the Natomas Basin area will include a combination of avoidance, minimization, and compensation. To meet the mitigation	Project Proponent	As early as possible to maximize habitat credit and minimize temporal

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	goals of the NBHCP, a mitigation fee is paid to the NBHCP by developers of projects when they apply for building permits. The NBHCP then uses the mitigation fees to acquire, restore, and manage mitigation lands to provide habitat for protected species and maintain agriculture in the basin (NBC, 2006). The required fees will be paid to the NBHCP to mitigate for Parkway impacts to special-status species in the NBHCP service area.		loss, but no later than initiation of construction.
4.14.2	Mitigation Commitment: For project components outside of the area permitted for development under the NBHCP, negotiations with the USFWS will be undertaken to amend the NBHCP or provide such other compensation as would meet the intent of the NBHCP with respect to protection of special-status species in the NBHCP service area.	Project Proponent	Identify amendment or compensation during Tier 2 analyses; implement compensation prior to construction.
4.14.3	Mitigation Commitment: Tier 2 design would implement the following strategies to reduce potential impacts on biological resources: <ul style="list-style-type: none"> • Avoidance or minimization of stream crossings. • Alignment of the roadway within the corridor to avoid sensitive resources, and provision of buffer zones, including provision of sufficient setback distances in accordance with Caltrans and county requirements between the highway right-of-way and wetlands or riparian areas. • A site-specific assessment of this impact would be implemented during the Tier 2 evaluation when the actual limits of the proposed project are defined. Where feasible the project will be designed to minimize adverse impacts to the size, quality, or connectivity of adjacent vernal pool complexes by maintaining appropriate setbacks for ground-disturbing impacts, constructing culverts and drainage features for the future roadway to minimize changes to the natural hydrology or degradation of water quality in adjacent wetlands. If indirect effects cannot be substantially avoided or minimized, the project proponent would implement mitigation consistent with the strategies described in other Mitigation Measures, below. 	Project Proponent	During Tier 2 design and analysis.
4.14.4	Mitigation Consideration: Mitigation strategy for impacts to areas within Sutter County but not in the Natomas Basin: This would include a combination of avoidance, minimization, and compensation. Strategies to avoid and minimize potential impacts would include scheduling construction activities to minimize disturbance during sensitive life cycle phases of wildlife	Project Proponent (during Tier 2 analyses,	Identify feasible avoidance and minimization during Tier 2 analysis. Identify

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	species; monitoring construction activities to limit disturbance, vegetation removal, and habitat damage; and implementing an environmental awareness training program for all construction personnel. In keeping with the strategy presented in <i>Eco-Logical</i> (Brown, 2006), compensation would include some combination of habitat preservation, restoration, and creation developed in coordination with federal, state, and local agencies with the goal of protecting larger, connected habitat rather than protecting fragmented areas of a single resource.	permitting, and contracting phases); Construction Contractor (during construction)	compensation during Tier 2 analyses; implement compensation prior to construction; implement construction requirements during construction.
4.14.5	Mitigation Consideration: Mitigation for impacts to vernal pool species would be consistent with the Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon. Existing USFWS and CDFG mitigation guidelines for giant garter snake, Valley elderberry longhorn beetle, and Swainson's hawks would be used.	Project Proponent	Identify feasible avoidance and minimization during Tier 2 analysis. Identify compensation during Tier 2 analyses; implement compensation prior to construction.
4.14.6	<p>Mitigation Consideration: Mitigation strategy under the proposed Placer County Conservation Plan (PCCP): The PCCP is currently under development and the timing of its completion is uncertain, but one of its goals to use regional opportunities to build on existing or planned conservation efforts. The conceptual mitigation for Placer Parkway is consistent with the goals of the PCCP, and may use (if available) its established mechanisms for conservation. At the same time, conceptual mitigation for Placer Parkway must provide for suitable alternatives should the PCCP not be functional in time to serve this project's mitigation needs.</p> <p>Under either scenario, the avoidance and minimization of impacts is the preferred strategy for Placer Parkway, as identified in <i>Eco-Logical</i> guidance from the U.S. Department of Transportation (Brown, 2006). Consistent with the <i>Eco-Logical</i> strategy, required mitigation will be implemented so that it would complement and expand existing conservation and open space areas in the Parkway vicinity. A number of opportunities for restoration and conservation are identified in the draft Ecosystem Restoration Plan for the Pleasant Grove Creek and Curry Creek watersheds (Foothill Associates, 2005).</p> <p>If the PCCP is approved, it would likely require mitigation based on acres of undeveloped</p>	Project Proponent	Identify feasible avoidance and minimization during Tier 2 analysis. Identify compensation during Tier 2 analyses; implement compensation prior to construction.

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	lands that are developed rather than on a habitat-specific basis. Two options to compensate for Parkway impacts are under consideration: in-lieu fee payment, or acquisition of conservation lands by the project developer. Both of these options would provide conservation of larger, consolidated areas of land that are consistent with the Eco-Logical approach advocated by Brown (2006).		
4.14.7	Mitigation Consideration: Mitigation strategy for impacts in the absence of the PCCP: This mitigation strategy would be based upon the mitigation guidelines presented in <i>Eco-Logical</i> (Brown, 2006). This strategy would include a combination of avoidance, minimization, and compensation. Compensation would include some combination of habitat preservation, restoration, and creation developed in coordination with federal, state, and local agencies. Compensation areas would be selected based on several criteria reflecting habitat value and regulatory and planning parameters. Compensatory habitat mitigation in the absence of the PCCP would be implemented according to the strategies outlined for Placer County in the Natural Environment Study.	Project Proponent	Identify feasible avoidance and minimization during Tier 2 analysis. Identify compensation during Tier 2 analyses; implement compensation prior to construction.
4.14.8	Mitigation Consideration: For project components outside of the area permitted for development under the NBHCP, negotiations with the USFWS will be undertaken to amend the NBHCP or provide such other compensation as would meet the intent of the NBHCP with respect to protection of special-status species in the NBHCP service area.	Project Proponent	Identify amendment or compensation during Tier 2 analyses.
15. Hazardous Materials			
4.15.1	Mitigation Commitment: All buildings and other structures proposed for demolition would be surveyed for the presence of LBP and ACM. Any such LBP and/or ACM should be appropriately abated by a certified contractor prior to demolition and disposed of in accordance with federal, state, and local regulations.	Project Proponent	Surveys conducted prior to issuance of any grading or disturbance permits; removal and remediation in conjunction with project activities.

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Measure Number	Task and Brief Description	Responsible Entity	Timing
4.15.2	Mitigation Commitment: Potentially impacted soils proposed for excavation associated with potential RECs, e.g., Tenco Tractor, Rio Bravo Power Plant, and three uncontrolled dump sites, will be tested for appropriate analytes and handled in accordance with regulatory standards.	Project Proponent	Testing conducted prior to issuance of any grading or disturbance permits; handling in conjunction with project activities.
4.15.3	Mitigation Commitment: Current agricultural soils and former undisturbed agricultural soils that are proposed for excavation during construction will be tested for pesticides and other contaminants and disposed of in accordance with federal, state, and local regulations.	Project Proponent	Testing conducted prior to issuance of any grading or disturbance permits; disposal in conjunction with project activities.
4.15.4	Mitigation Commitment: A Health and Safety Plan will be prepared by the contractor prior to construction. This plan will describe appropriate procedures to follow in the event that any contaminated soil or groundwater is encountered during construction activities. Any unknown substances should be tested, handled, and disposed of in accordance with appropriate federal, state, and local regulations.	Construction Contractor	Prior to construction.
4.15.5	Mitigation Consideration: The Parkway should be located, if feasible, so as to avoid disturbance of the five potential RECs identified in this Tier 1 EIS/EIR (see Section 4.15.4.3)	Project Proponent	During Tier 2 design and analysis.
4.15.6	Mitigation Consideration: An ADL (aerially deposited lead) investigation should be conducted along unpaved shoulders adjacent to highways and roads in high traffic areas that will be disturbed during construction activities. The only locations where traffic is heavy enough to warrant an ADL investigation (when peak monthly Average Daily Traffic exceeded 10,000 vehicles in 1985; 1985 was the last year when leaded gasoline was sold in the United States) would be the intersections of the Parkway and SR 65 in the east and SR 70/99 in the west; Caltrans will likely have completed an ADL site investigation at the above intersections a few years before the Parkway is constructed (Chadha, 2006).	Project Proponent	Surveys conducted prior to issuance of any grading or disturbance permits; removal and remediation in conjunction with project activities.
16. Energy Because no energy impacts are identified, no mitigation strategies have been recommended for Tier 1 or Tier 2.			

References

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Foothill Associates, 2005. Draft Pleasant Grove Creek and Curry Creek Ecosystem Restoration Plan. Prepared for Placer County Planning Department. August 12.

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PCAPCD (Placer County Air Pollution Control District), 2006. PCAPCD website URSL: <http://www.placer.ca.gov/Air.aspx>.

URS, 2007a. Visual Impact Assessment for the Placer Parkway Corridor Preservation Tier 1 EIS/EIR.

URS, 2007b. Hydrology and Floodplain Technical Memorandum.