DRAFT ENVIRONMENTAL IMPACT REPORT

(SCH # 2025020411)

FOR THE

2050 PLACER COUNTY REGIONAL TRANSPORTATION PLAN

JULY 2025

Prepared for:

Placer County Transportation Planning Commission
299 Nevada St.
Auburn, CA 95603
(530) 823-4032

Prepared by:

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De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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INTRODUCTION

The Placer County Transportation Planning Agency (PCTPA) has determined that the Placer County Transportation Planning Agency 2050 Regional Transportation Plan (2050 RTP or proposed project) is a "Project" within the definition of CEQA. CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

The EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This EIR identifies issues determined to have no impact or a less than significant impact and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR.

PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the Placer County Transportation Planning Agency 2050 Regional Transportation Plan (RTP). The RTP has been prepared to fulfill the state requirements of Assembly Bill (AB) 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. More specifically, the RTP is a twenty-year, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail, and goods movement. PCTPA is required to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years. In addition, the RTP documents PCTPA's priorities for transportation funding in the region.

The RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies and quantifies regional needs expressed within both short- and long-range planning horizons; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. It includes regionally significant multimodal projects that currently have funding in place or that are projected to have funding in the future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained).

The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the fiscally constrained transportation investments described in the Action Element. It also identifies potential funding shortfalls and sources for the unconstrained project list.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR addresses environmental impacts associated with the 2050 RTP that are known to PCTPA, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. This Draft EIR discusses potentially significant impacts associated with aesthetics, agricultural resources, air quality, cultural and tribal resources, greenhouse gas emissions, climate change, and energy, land use and population, transportation and circulation, and wildfire. During the NOP process, comments were received from the Central Valley Regional Water Quality Control Board (CVRWQCB), Placer County Community Development Resource Agency, and the California Department of Transportation (Caltrans).

The CVRWQCB noted to be aware of potentially required permits and requirements for the proposed project. Caltrans provided recommendations and guidelines that covers the following transportation topics: forecasting and modeling, complete street, right-of-way improvements, and encroachment permit requirements. Placer County encouraged coordination with similar County plans/data in the following topic areas: land use/population growth assumptions, transportation and circulation, environmental considerations, infrastructure and public services, equity and sustainability, project prioritization and funding, and coordination with other plans.

ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. Since the primary objective of the 2050 RTP is to guide short- and long-term transportation improvements countywide, a discussion of alternative sites is not appropriate. The alternatives analyzed in this EIR include the following four alternatives in addition to the proposed project (Fiscally Constrained):

- No Project Alternative: The No Project Alternative represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved.
- Road Emphasis: The Road Emphasis Alternative focuses on investment and implements projects based on a road emphasis that are included in the Financially Constrained

Alternative and would require shifting funds from the Financially Unconstrained Alternative to fund roadway improvements, operation, and maintenance.

- Transit Enhanced: The Transit Enhanced Alternative focuses investment into transit modes, while also funding the locally-funded transportation improvements included in the Financially Constrained Alternative. This alternative would require shifting funds from the Financially Unconstrained Alternative to fund transit capital, operational, and maintenance.
- Financially Unconstrained: The Financially Unconstrained Alternative includes all the individual projects identified under the Financially Constrained Alternative plus numerous additional projects that are needed but not yet funded over the planning horizon.

Alternatives are described in detail in Chapter 5. Table ES-1 provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. The Financially Constrained Alternative and the Transit Enhancement Alternative have the lowest overall impact (score of 15) and are deemed the environmentally superior alternatives because they provide the greatest reduction of potential impacts in comparison to the other alternatives.

TABLE ES-1: COMPARISON SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

ENVIRONMENTAL ISSUE	*FINANCIALLY UNCONSTRAINED*	*NO PROJECT*	*FINANCIALLY CONSTRAINED (PROPOSED PROJECT)*	*ROAD EMPHASIS*	*TRANSIT ENHANCEMENT*
Aesthetics	3 (Medium)	1 (Best)	2 (Equal)	4 (Worst)	2 (Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on aesthetics. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to degrade scenic views, remove scenic resources, change visual character, and result in increased light and glare would be less under the No Project Alternative when compared to the other alternatives.				
Agricultural and Forest Resources	3 (Medium)	1 (Best)	2 (Equal)	4 (Worst)	2 (Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on agricultural and forest resources. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to convert agricultural and forest lands to non-agricultural and non-forest uses as well as the potential for conflicts with agricultural lands would be less under the No Project Alternative when compared to the other alternatives.				
Air Quality	2 (Medium)	3 (Equal)	1 (Equal)	3 (Equal)	1 (Equal)
	The Financially Constrained Alternative and Transit Enhanced Alternative would equally result in the lowest potential for adverse impacts on air quality. As roadway infrastructure improvement projects would increase to alleviate level of service (LOS) deficiencies and transit service and bike/pedestrian use would increase under these alternatives, the total vehicle miles traveled (VMT) per capita would decrease, which would result in a corresponding decrease of vehicle related air quality emissions.				
Cultural and Tribal Resources	3 (Medium)	1 (Best)	2 (Equal)	4 (Worst)	2 (Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on cultural resources. As roadway infrastructure improvement projects would decrease under this alternative, there would be fewer construction and infrastructure development projects that would have the potential to degrade or destroy cultural				

ENVIRONMENTAL ISSUE	*FINANCIALLY UNCONSTRAINED*	*NO PROJECT*	*FINANCIALLY CONSTRAINED (PROPOSED PROJECT)*	*ROAD EMPHASIS*	*TRANSIT ENHANCEMENT*
	resources, including archaeological, paleontological, historic, and human remains, under the No Project Alternative when compared to the other alternatives.				
Greenhouse Gases, Climate Change and Energy	2 (Better)	4 (High)	3 (Medium)	5 (Worst)	1 (Best)
	The Transit Enhanced Alternative would result in the lowest potential for adverse impacts from Greenhouse Gases, Climate Change, and Energy. As roadway infrastructure improvement projects would increase to alleviate LOS deficiencies and transit service and bike/pedestrian use would increase under this alternative, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle-related energy usage and greenhouse gas emissions.				
Land Use and Population	1 (Best)	4 (High)	2 (Better)	5 (Worst)	3 (Medium)
	The Financially Unconstrained Alternative would result in the lowest potential for adverse impacts associated with land use and population because this alternative is most consistent with the needs of the local General Plans, specifically including the Land Use and Circulation Elements. This alternative would be the most consistent with land use planning activities in the county and its jurisdictions as this alternative would implement the transportation projects necessary to serve planned development as well as provide transportation services at adequate levels. Therefore, the Financially Unconstrained Alternative would have less of an impact on land use and population than other alternatives.				
Transportation and Circulation	2 (Better)	5 (Worst)	3 (Medium)	1 (Best)	4 (High)
	The Road Emphasis Alternative would reduce greater impacts associated with congestion and roadway safety in comparison to the other alternatives. As this alternative would involve additional improvements to the roadway system to increase capacity and roadway safety, this alternative would result in improved roadway safety, a reduction in miles traveled, and a reduction in congestion in comparison with the proposed project and other alternatives.				
Summary	**16 (Medium)**	**19 (High)**	**15 (Equal)**	**26 (Worst)**	**15 (Equal)**

SUMMARY OF IMPACTS AND MITIGATION MEASURES

In accordance with the CEQA Guidelines, this EIR focuses on the significant effects on the environment. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project. A less than significant effect is one in which there is no long- or short-term significant adverse change in environmental conditions. Some impacts are reduced to a less than significant level with the implementation of mitigation measures and/or compliance with regulations. The definition of "beneficial" effect is not defined in the CEQA Guidelines, but for purposes of this EIR a beneficial effect is one in which an environmental condition is enhanced or improved.

The environmental impacts of the proposed project, the impact level of significance prior to mitigation, the proposed mitigation measures and/or adopted policies and standard measures that are already in place to mitigate an impact, and the impact level of significance after mitigation are summarized in Table ES-2.

TABLE ES-2: PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
AESTHETICS			
Impact 3.1-1: Substantial adverse effects on scenic vistas	LS		--
Impact 3.1-2: Substantial adverse effects on scenic resources or substantial degradation of visual character	PS	***Mitigation Measure 3.1-1:*** *The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:* • *Design transportation systems in a manner where the surrounding landscape dominates.* • *Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material).* • *Design transportation systems such that landscape vegetation blends in and complements the natural landscape.* • *Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design.* • *Design grades to blend with the adjacent landforms and topography.* ***Mitigation Measure 3.1.2****: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.* *If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks,*	LS

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PS – potentially significant *B – beneficial impact* *SU – significant and unavoidable*

ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		and historic buildings, or replanting of trees, and/or the relocation of scenic features. *If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.*	
Impact 3.1-3: Creation of new sources of light and glare	PS	***Mitigation Measure 3.1-3:*** *The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:* • *Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.* • *Luminaries will be directed away from habitat and open space areas adjacent to the project site.* • *Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average-maintained illumination,' as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average-maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.* • *Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space.*	LS

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		Luminary mountings will have non-glare finishes. • *Exterior lighting features shall be directed downward and shielded to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.*	
AGRICULTURAL RESOURCES			
Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract	PS	***Mitigation Measure 3.2-1****: Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).* *If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.*	SU
Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands	PS	***Mitigation Measure 3.2-2:*** *Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities and provide recommendations to the implementing agency.*	LS

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AIR QUALITY			
Impact 3.3-1: Long-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area	LS		--
Impact 3.3-2: Short-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area	PS	***Mitigation Measure 3.3-1:*** *The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with Placer County Air Pollution Control District (APCD) Rule 228 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.*	LS
Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations	PS	***Mitigation Measure 3.3-2:*** *The implementing agency shall screen individual RTP projects at the time of design for localized carbon monoxide (CO) hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.*	LS
Impact 3.3-4: Create Objectionable Odors Affecting a Substantial Number of People	LS		--
Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures	PS	***Mitigation Measure 3.3-3:*** *Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. If asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including the California Air Resources Board's (ARB's) asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and Placer County APCD Rule 228 – Fugitive Dust, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an*	LS

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		Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the APCD.	
CULTURAL AND TRIBAL RESOURCES			
Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5	PS	***Mitigation Measure 3.4-1:*** *During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.* *If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented using large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.*	LS
Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074	PS	***Mitigation Measure 3.4-2:*** *During environmental review of individual RTP improvement projects, the implementing agencies shall:* • *Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual*	LS

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		projects. • *Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area* • *Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.* *In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate "substantial adverse changes" to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.* *Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:* • *If an improvement project is in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.* • *If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical*	

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		archaeology shall be retained to determine the significance of the discovery. • *The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.*	
Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource	PS	***Mitigation Measure 3.4-3:*** *During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*	LS
Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries	PS	***Mitigation Measure 3.4-4:*** *Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:* • *The Placer County Coroner has been informed and has determined that no investigation of the cause of death is required.* • *If the remains are of Native American origin, either of the following steps will be taken:*	LS

CC – cumulatively considerable *LCC – less than cumulatively considerable* *LS – less than significant*

PS – potentially significant *B – beneficial impact* *SU – significant and unavoidable*

ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		○ *The coroner will contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner will 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, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.* ○ *The implementing agency or its authorized representative will retain 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 when any of the following conditions occurs:* ▪ *The Native American Heritage Commission is unable to identify a descendent.* ▪ *The descendant identified fails to make a recommendation.* ▪ *The implementing agency or its 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.*	
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	PS	***Mitigation Measure 3.5-1:*** *PCTPA should continue to explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. PCTPA should continue to participate and host programs that are deemed feasible by PCTPA for the region to incentivize alternative transportation modes (e.g. Spare the Air program, Commuter Club, Bikes for Bucks program, $10 Youth*	SU

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		Summer Pass program, Walk to School Program, and Emergency Ride Home Services). ***Mitigation Measure 3.5-2:*** *PCTPA should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).* ***Mitigation Measure 3.5-3:*** *Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:* • *Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.* • *Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.* • *Promote efforts to reduce peak energy demand in the design and operation of RTP projects.* • *Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.* • *Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.* ***Mitigation Measure 3.5-4:*** *PCTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional Climate Action Plans (CAPs) and/or General Plan policy that address climate change and greenhouse gas emissions. Some local agencies in Placer County have adopted a local CAP (Roseville, 2009 and Rocklin 2012), or are in the process of preparing a local CAP to address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:* • *Baseline inventory of GHG emissions from community and municipal sources.* • *A target reduction goal consistent with Assembly Bill (AB) 32 and Senate Bill*	

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		(SB) 32. • *Policies and measures to reduce GHG emissions.* • *Quantification of the effectiveness of the proposed policies and measures.* • *A monitoring program to track the effectiveness and implementation of the CAP(s).* *PCTPA's role in the development of local and regional CAPs should include:* • *Assistance in seeking and securing funding for the development of local and regional CAPs.* • *Collaboration with local and regional agencies throughout their respective planning processes.* •	
Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	LS		--
Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	LS		--
LAND USE AND POPULATION			
Impact 3.6-1: Physical division of an established community	PS	***Mitigation Measure 3.6-1:*** *Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis*	LS

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.	
Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect	LS		--
Impact 3.6-3: Induce substantial unplanned population growth in an area	LS		--
Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere	LS		--
TRANSPORTATION AND CIRCULATION			
Impact 3.7-1: The Proposed Project could result in the alteration of present patterns of vehicular, bicycle, and pedestrian circulation, increased traffic delay, and increased traffic hazards during construction of future projects.	LS		--
Impact 3.7-2: Substantially interfere with achievement of the VMT reductions set forth in the California Air Resources Board's (CARB's) Scoping Plan.	PS	***Mitigation Measure 3.7-1:*** *The state recognized that additional state policy actions and funding would be required to close the vehicle miles traveled (VMT) gap between what the metropolitan planning organizations (MPOs) could achieve through implementation of their Sustainable Communities Strategies (SCS), and reductions needed to meet state goals. Though the state must initiate these additional actions and funding programs, the*	SU

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		exact form of the policies and funding programs must be collaboratively developed with input from MPOs, local agencies, and other organizations to ensure they provide the tools and incentives necessary to go beyond the SCSs in reducing VMT. *Consequently, PCTPA shall work collaboratively with the Sacramento Area Council of Governments (SACOG), Placer County, and cities of Auburn, Colfax, Lincoln, Loomis, and Rocklin) and Town of Loomis to support implementation of regional and local-level strategies and measures to achieve further VMT reductions. Implementing agencies shall implement the following strategies to reduce VMT.* *<u>Local-Level</u>:* • *Implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT. Programs should be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The following strategies from Quantifying Greenhouse Gas Mitigation Measure, California Air Pollution Control Officers Association (CAPCOA), August 2010, were identified in the Placer County and City of Roseville Senate Bill 743 Implementation Plan, July 2019, as strategies most suited to Placer County and the City of Roseville given the rural and suburban land use context:* 1. *<u>Increase diversity of land uses</u> – This strategy focuses on the inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.* 2. *<u>Provide pedestrian network improvements</u> – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in Placer*	

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		County tend to be smaller, so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans such as the Active Transportation Plan. 3. *Provide traffic calming measures and low-stress bicycle network improvements – This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are like strategy 2 above. One potential change in this strategy over time is that e- bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.* 4. *Implement car-sharing program – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.* 5. *Increase transit service frequency and speed – This strategy*	

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		focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in Placer County, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects. 6. *<u>Encourage telecommuting and alternative work schedules</u> – This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction.* 7. *<u>Provide ride-sharing programs</u> – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 6 above.* *<u>Regional:</u>* • *Implementing agencies shall consider project modifications during the project*	

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
		design and environmental review stage of project development to reduce VMT. For roadway capacity expansion projects, this would include but is not limited to demand management through transportation systems management and operations (TSMO) including the use of pricing. • *Implementing agencies shall participate in SACOG's Metropolitan Transportation Plan (MTP)/SCS programs that are intended to provide infill incentives and support for transit and innovative mobility as key elements of filling that VMT gap.*	
Impact 3.7-3: The Proposed Project does not substantially increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses.	LS		--
Impact 3.13-5: The Proposed Project could result in the alteration of emergency access during construction of future projects.	LS		--
WILDFIRE			
Impact 3.8-1: Potential to expose people or structures to a risk of loss, injury or death from wildland fires, or result in a wildfire impact.	LS		--
Impact 3.8-2: Development facilitated by the proposed Project in or near State responsibility areas or lands classified as very high fire hazard	LS		--

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
severity zones would not substantially impair an adopted emergency response plan or emergency evacuation plan.			
Impact 3.8-3 Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, due to slope, prevailing winds, and other factors.	LS		--
Impact 3.8-4 Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) and would not substantially exacerbate fire risk or result in significant temporary or ongoing impacts to the environment.	LS		--
Impact 3.8-5: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, because of runoff, post-fire slope instability, or drainage changes.	LS		--

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ENVIRONMENTAL IMPACT	*LEVEL OF SIGNIFICANCE WITHOUT MITIGATION*	*MITIGATION MEASURE*	*RESULTING LEVEL OF SIGNIFICANCE*
CUMULATIVE IMPACTS			
Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region	LCC		--
Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses	PS	*Implement mitigation measures 3.2-1 and 3.2-2.*	CC and SU
Impact 4.3: Cumulative Impact on the Region's Air Quality	LCC		--
Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources	LCC		--
Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change	PS	*Implement mitigation measure 3.6-1 through 3.6-5.*	CC and SU
Impact 4.6: Cumulative Impact on Communities and Local Land Uses	LCC		--
Impact 4.7: Cumulative Impact on the Transportation Network	LCC		--
Impact 4.8: Cumulative Impact on the Potential for Wildfire	LCC		--

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1.1 PLACER COUNTY TRANSPORTATION PLANNING AGENCY

The Placer County Transportation Planning Agency (PCTPA) is the Regional Transportation Planning Agency (RTPA) for Placer County, which includes the Cities of Roseville, Lincoln, Rocklin, Auburn, Colfax, the Town of Loomis, and the County of Placer. The nine-member PCTPA Board of Directors consists of one councilmember from each of Placer County's six incorporated jurisdictions, two members of the Placer County Board of Supervisors; and one citizen representative. PCTPA is the forum for making decisions about the regional transportation system in Placer County.

Both, federal and state laws require each Metropolitan Planning Organization (MPO) and RTPA to prepare a Regional Transportation Plan (RTP) every four or five years. The RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail, and goods movement. The purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that require federal approval. The 2050 RTP Supplemental Program EIR covers the Tier I list of projects. The Tier I list of projects identifies the 20-year list of financially constrained transportation investments in the region.

The 2050 RTP fulfills the federal and state requirements using the specific guidance from the CTC RTP Guidelines, as recently amended. PCTPA is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project.

1.2 PLANNING FRAMEWORK

The 2050 RTP introduces a planning framework that is updated from the 2040 RTP, and subsequent 2044 RTP, to reflect current priorities and practices at the regional, state, and federal levels. This framework provides guidance to policy makers as they make decisions impacting the region's transportation system. Over the 20-year time horizon of this long-range plan, the goals, policies, and objectives will produce a more coordinated and comprehensive transportation system that effectively and efficiently utilizes the region's resources to the benefit of the citizens of Placer County. The goals, policies, and objectives reflect the desired outcomes of the 2050 RTP.

FEDERAL PLANNING REQUIREMENTS

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). This broad infrastructure law addresses a range of issues, including surface transportation, transit, water infrastructure, broadband, and minority businesses, as well as a portion of the bill directed at energy and minerals issues. Key provisions include:

- **Funding for Infrastructure**: IIJA allocates significant funding to repair and rebuild roads, bridges, and public transit systems.

- **Water and Broadband Access**: IIJA aims to expand access to clean drinking water and high-speed internet for households across the country.
- **Climate Change Mitigation**: IIJA includes measures to combat climate change by reducing emissions and promoting green energy initiatives.
- **Support for Minority Businesses**: IIJA focuses on supporting minority-owned businesses in infrastructure projects.

IIJA appropriates roughly $75.8 billion for energy and minerals-related research, demonstration, technology deployment, and incentives. IIJA also appropriates approximately $11.3 billion for the Abandoned Mine Reclamation Fund and approximately $6.42 billion for a carbon reduction program administered by the Department of Transportation (which may include non-energy related greenhouse gas reductions). Among the categories of topics and programs covered by the law (and corresponding appropriations for FY2022-FY2026):

The 2050 RTP is consistent with these and any other applicable federal requirements and reflects all the planning factors in the Goals and Objectives as described in the RTP.

1.3 PURPOSE OF THE EIR

PCTPA, as lead agency, determined that the proposed project is a "Project" within the definition of CEQA. CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

1.4 TYPE OF EIR

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Supplemental Program EIR pursuant to CEQA Guidelines Section 15168. Section 15168 states:

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

1) Geographically;
2) As logical parts in the chain of contemplated actions;

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

The program-level analysis considers the broad environmental effects of the proposed 2050 RTP project. This EIR will be used to evaluate subsequent projects and activities under the 2050 RTP. This EIR is intended to provide the information and environmental analysis necessary to assist public agency decision-makers in considering approval of the RTP, but not to the level of detail to consider approval of each transportation project identified in the RTP.

Additional environmental review under CEQA will be required and would be generally based on the subsequent project's consistency with the 2050 RTP and the analysis in this EIR, as required under CEQA. It may be determined that some future improvements may be exempt from environmental review. When individual subsequent projects or activities under the 2050 RTP are proposed, the lead agency that would approve and/or implement the individual project will examine the projects or activities to determine whether their effects were adequately analyzed in the program EIR (CEQA Guidelines Section 15168). If the projects or activities would have no effects beyond those disclosed in this EIR, no further CEQA compliance would be required.

In addition, this is a Supplemental EIR, which tiers off the certified programmatic 2040 RTP EIR. A Supplemental EIR is required by the lead agency when one or more of the following events occurs:

1) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
2) Substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
3) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

In the case of the 2050 RTP, a Supplemental EIR is required because the 2050 RTP Tier 1 and Tier 2 project lists have been updated from the 2040 RTP, and subsequent 2044 RTP that relied upon the 2040 RTP's certified EIR findings and carried forward its mitigation measures, as the lists include new transportation projects that were not previously listed and removes already completed projects. As such, this is new information that was not known at the time the 2040 RTP EIR was certified. Therefore, the 2050 RTP EIR is a Supplemental EIR that will only analyze what has changed since certification of the 2040 RTP EIR.

1.5 INTENDED USES OF THE SUPPLEMENTAL EIR

PCTPA, as the lead agency, has prepared this Supplemental EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the proposed project ("2050 RTP") and subsequent implementation of projects identified in the proposed project. The environmental review process enables interested parties to

evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This Supplemental EIR will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the proposed project. Subsequent actions that may be associated with the proposed project are identified in Chapter 2.0, Project Description.

1.6 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

The term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project (CEQA Guidelines Section 15381). For the purpose of CEQA, a "Trustee" agency has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section 15386). While no Responsible Agencies or Trustee Agencies are responsible for approvals associated with adoption of the RTP, implementation of projects identified in the RTP will require permits and approvals from Lead, Trustee, and Responsible Agencies, which may include the following:

- County of Placer
- City of Roseville
- City of Rocklin
- City of Lincoln
- City of Auburn
- City of Colfax
- Town of Loomis
- Placer County Air Pollution Control District
- California Transportation Commission
- California Department of Transportation
- California Department of Fish and Wildlife
- Regional Water Quality Control Board
- State Water Resources Control Board
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Forest Service

1.7 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

PCTPA circulated a Notice of Preparation (NOP) of an EIR for the proposed project and an Initial Study on November 13, 2024, to trustee and responsible agencies, the State Clearinghouse (SCH# 2024220411), and the public. A hybrid in-person and virtual scoping meeting was held on December 4, 2024, at 6:00 PM. The NOP and Initial Study are presented in Appendix A.

DRAFT EIR

This document constitutes the Draft Supplemental EIR. The Draft Supplemental EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft Supplemental EIR identifies issues determined to have no impact or a less than significant impact and provides detailed analysis of potentially significant and significant and unavoidable impacts. Comments received in response to the NOP were considered in preparing the analysis in this Supplemental EIR. Upon completion of the Draft EIR, the PCTPA will file the Notice of Completion (NOC) with the State Clearinghouse of the Governor's Office of Planning and Research to begin the public review period.

PUBLIC NOTICE/PUBLIC REVIEW

The PCTPA will provide a public notice of availability for the Draft Supplemental EIR, and invite comment from the public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is forty-five (45) days. Public comment on the Draft Supplemental EIR will be accepted both in written form and oral form. All comments or questions regarding the Draft Supplemental EIR should be addressed to:

Cory Peterson, Senior Transportation Planner
Placer County Transportation Planning Agency
2260 Douglas Blvd, Suite 130
Roseville, CA 95661
(530) 823-4032

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final Supplemental EIR will be prepared. The Final Supplemental EIR will respond to written comments received during the public review period and to oral comments during such review period.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The PCTPA Board will review and consider the Draft Supplemental EIR together with the Final Supplemental EIR. If the PCTPA Board finds that the Final EIR is "adequate and complete", the PCTPA Board may certify the Final Supplemental EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

1) The EIR shows a good faith effort at full disclosure of environmental information; and
2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final Supplemental EIR, the PCTPA Board may take action to approve, revise, or reject the project. A decision to approve the proposed project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance

with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the Supplemental EIR.

1.8 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. Discussion of the environmental issues addressed in the Draft EIR was established through review of environmental and planning documentation developed for the project, environmental and planning documentation prepared for recent projects located within Placer County, and responses to the NOP. This Draft Supplemental EIR is organized in the following manner:

EXECUTIVE SUMMARY

The Executive Summary summarizes the characteristics of the proposed project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the project's environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the proposed project.

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and certification of an EIR, identifies the scope and organization of the Draft EIR, and summarizes comments received on the NOP.

CHAPTER 2.0 – PROJECT DESCRIPTION

Chapter 2.0 provides a detailed description of the proposed project, including the location, intended objectives, background information, the physical and technical characteristics, including the decisions subject to CEQA, subsequent projects and activities, and a list of related agency action requirements.

CHAPTER 3.0 - ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Chapter 3.0 contains an analysis of environmental topic areas as identified below. Each subchapter addressing a topical area is organized as follows:

Environmental Setting. A description of the existing environment as it pertains to the topical area.

Regulatory Setting. A description of the regulatory environment that may be applicable to the project.

Impacts and Mitigation Measures. Identification of the thresholds of significant by which impacts are determined, a description of project-related impacts associated with the environmental topic, identification of appropriate mitigation measures, and a conclusion as to the significance of each impact. The following environmental topics are addressed in this section:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Cultural and Tribal Resources
- Energy
- Greenhouse Gases/Climate Change
- Land Use Planning and Population
- Transportation and Circulation
- Wildfire

CHAPTER 4.0 – OTHER CEQA-REQUIRED TOPICS

Chapter 4.0 evaluates and describes the following CEQA required topics: impacts considered less-than-significant, significant, and irreversible impacts, growth-inducing effects, cumulative, and significant and unavoidable environmental effects.

CHAPTER 5.0 - ALTERNATIVES TO THE PROJECT

Chapter 5.0 provides a comparative analysis between the merits of the proposed project and the selected alternatives. State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen any significant environmental effects of the project.

CHAPTER 6 - REPORT PREPARERS

Chapter 6.0 lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

CHAPTER 7 - REFERENCES

Chapter 7.0 provides a list of references cited throughout the Draft Supplemental EIR.

APPENDICES

This section includes all notices and other procedural documents pertinent to the Supplemental EIR, as well as technical material prepared to support the analysis.

1.9 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

PCTPA received three comment letters on the NOP. A copy of each letter is provided in Appendix B of this Draft Supplemental EIR and the comments are summarized below.

Central Valley Regional Water Quality Control Board (CVRWQCB). The CVRWQCB letter discusses several regulatory requirements for projects within their jurisdiction. This covers the Basin Plan,

Antidegradation Considerations, Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System Permits, Industrial Storm Water General Permit, a Clean Water Act Section 404 Permit, a Clean Water Section 401 Permit, Waste Discharge requirements, Dewatering permits, Limited Threat General NPDES Permit, and NPDES Permits. These regulatory requirements are acknowledging requirements of individual projects that may be constructed from the RTP Project Lists. Each individual project will be evaluated when they are designed, and it will be determined which regulations are applicable and require permits. The RTP itself is not subject to these regulations given that it is a transportation planning level document that does not directly construct any facilities.

Caltrans. The Caltrans letter discusses forecasting and modeling, complete streets, environmental considerations for projects, and rights-of-way for planned improvements. The RTP itself does not involve the acquisition of right of way or construction of any facilities. Forecasting and modeling are being performed by the Sacramento Area Council of Governments (SACOG) on a regional level, and PCTPA has consulted with SACOG for the Placer County specific forecasting and modeling. Each individual future project developed because of the RTP implementation will require more detailed project-specific analysis to evaluate environmental impacts and the appropriate mitigation, on a project-by-project basis. Some of these projects are expected to be in the jurisdiction of Caltrans, and Caltrans would serve as the lead agency for purposes of environmental review. Other projects will be implemented by other member agencies, and each will be responsible to serve as lead agency for any project-level environmental analysis for the projects that they carry out.

Placer County Community Development Resource Agency. The Placer County letter discusses land use and population growth assumptions, transportation and circulation, environmental considerations, infrastructure and public Services, equity and sustainability, project prioritization and funding, and coordination with other plans, including the SACOG Regional Transportation Plan/Sustainable Communities Strategy and Placer County's Regional Housing Needs Allocation. Many of these comments relate to the RTP itself and not specifically on the EIR. The Land Use and Population Growth Assumptions used as part of the RTP Update is based on SACOG's regional growth models. The population growth used in these models is reflected in this EIR. Regarding environmental considerations, this is a supplemental analysis that focuses on the few topics that warrant an updated analysis based on changes that have occurred since the 2040 EIR was certified. This includes Aesthetics, Agricultural and Forestry Resources, Air Quality, Cultural and Tribal Resources, Energy, Greenhouse Gases/Climate Change, Land Use Planning and Population, Transportation and Circulation, and Wildfire.

The proposed project is the 2050 Placer County Regional Transportation Plan (2050 RTP or RTP). This section describes the primary components of the 2050 RTP and provides the following information: (1) The location and boundaries of the proposed project on a regional map; (2) A statement of objectives sought by the proposed project; (3) A general description of the project's technical, economic and environmental characteristics; and (4) A statement briefly describing the intended uses of the EIR. Figures referenced throughout this section are located at the end of the section. The full 2050 RTP is available for review at the PCTPA website (https://www.pctpa.net/rtp-2050.

2.1 PROJECT LOCATION

Placer County lies to the north of Sacramento County, extending eastward from the Sacramento Valley to the Sierra Nevada mountain range. Placer County is part of California's historic Gold Country region, which was first settled by non-Native Americans during the early 1850's Gold Rush era. Many of the Region's roadways were laid out by these early miners and settlers. At approximately 1,500 square miles in size, Placer County is a medium size county in California. The westernmost portion of the County lies within the Sacramento Valley and is flatland. Altitude generally increases in an easterly direction, transforming the County into the foothills (Gold Country) and mountains (High Country) of the Sierra Nevada range. Incorporated cities and towns within the more heavily populated valley portion of Placer County include Roseville, Rocklin, Lincoln, and Loomis. The high elevation portion of the County includes the cities of Auburn and Colfax. Placer County is considered one of the fastest growing regions in California, with the population expected to increase from 391,779 people in the year 2020 (estimate) to approximately 509,191 people by 2050 (SACOG, 2025). The proposed project (2050 RTP) includes all of Placer County that is under the jurisdiction of the Placer County Transportation Planning Agency (PCTPA), which excludes the area within the Lake Tahoe basin. The area within the Lake Tahoe basin exists under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). Figure 2.1-1 illustrates the project regional location.

2.2 PROJECT GOALS AND OBJECTIVES

The purpose of the RTP is to guide the long-range planning and development of transportation projects in Placer County. The process of updating the RTP provides an opportunity to participate in both planning and priority setting. The process allows the community to focus their attention on transportation in the context of Placer County as well as the entire Sacramento region, building both local and regional coalitions. The longer time frame of twenty years gives the community a chance to step back from day-to-day concerns and deliberate on how to achieve the desired transportation system.

The RTP contains five specific goals, each with supporting policies and objectives, that address topics such as roadways, safety, public transit, rail transportation, aviation, goods movement, non-motorized transportation, transportation systems management (TSM), Intelligent Transportation Systems (ITS), recreation, integrated land use, air quality, and transportation planning, funding, equity, and community engagement.

The goals and objectives are used as guiding principles to choose among distinct options for transportation improvements. Therefore, they should be attainable and realistic. In addition, the goals should relate to present conditions and expected changes in those conditions. Performance measures are also identified and applied to the entire RTP to assess priorities for implementation. The overall goals and objectives of the RTP are listed below.

GOAL 1: Improve Mobility for All

Improve the mobility of Placer County residents through the implementation of projects that support all modes of travel.

Objective 1.1: Plan, prioritize, and implement projects that help to improve mobility and reduce traffic congestion on Placer County's roadways.

Objective 1.2: Promote a well-connected rail and bus network that reasonably addresses all "unmet transit needs", implements efficient and convenient transit services to meet the unique needs of current and potential riders, and provides viable alternatives to the automobile in Placer County**.**

Objective 1.3: Promote an active transportation network that is appropriately integrated into the overall multi-modal network and surrounding land use developments, emphasizes the safety of low-speed bicyclists, pedestrians, and property, and provides a viable alternative to driving.

Objective 1.4: Plan for and support a regional network of airports and air transportation services as part of a multi-modal transportation system.

Objective 1.5: Promote balanced multimodal transportation investments that facilitate the safe movement of freight and goods into, through, and within Placer County.

Objective 1.6: Ensure multi-modal access to Placer County's abundant recreation, rural and open space areas is well maintained.

GOAL 2: Maintain a Safe and Connected Multimodal Network

Maintain a safe, secure, accessible, and efficient multimodal transportation network that meets the needs of all Placer County residents and visitors by adapting a "fix it first" mentality.

Objective 2.1: Identify, prioritize, and implement roadway improvements using a "fix it first" mentality to ensure a safe and connected transportation system that supports economic vitality and multi-modal mobility within Placer County.

Objective 2.2: Work with Placer County's jurisdictions and transit operators to plan and maintain the existing public transit system in a way that maximizes efficiency and convenience for residents.

Objective 2.3: Maintain an active transportation network that is well connected and promotes the safety of bicycles, pedestrians, and NEVs.

GOAL 3: Practice Sustainable Planning

Promote sustainable transportation planning and environmental stewardship by considering transportation investments based on land use development, air quality analysis, encouraging zero emission vehicles, and alternatives to the single-occupant vehicle; while integrating technology solutions into investments that support a resilient, adaptable, and sustainable transportation system.

Objective 3.1: Encourage adoption of Zero Emission Vehicles (ZEVs) to reduce overall greenhouse gas emissions (GHGs).

Objective 3.2: Advance the use of appropriate and cost-effective Transportation Demand Management (TDM) and complementary technology solutions to reduce the number of trips taken by automobile.

Objective 3.3: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions and ensure that the infrastructure meets existing and future development needs.

Objective 3.4: Ensure that transportation projects satisfy regional air quality conformity standards.

Objective 3.5: Work with local, regional, and state agencies to coordinate transportation system expansion and improvements and develop a regional planning and programming process that gives maximum participation and control in the transportation decision making process to Placer agencies.

GOAL 4: Ensure Fiscal Responsibility

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

Objective 4.1: Obtain funding of vital transportation needs through all conventional sources.

Objective 4.2: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.

GOAL 5: Promote Social Equity and Community

Incorporate equitable, all-inclusive community engagement efforts as part of the planning process and encourage input from all interested groups and persons.

Objective 5.1: Use PCTPA's defined equity to help guide regional transportation planning efforts and project implementation.

Objective 5.2: Ensure that PCTPA's transportation planning and investment decision making process is transparent and accessible to all stakeholders.

2.3 PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the PCTPA 2050 Regional Transportation Plan (RTP). The RTP has been prepared to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. More specifically, the RTP is a twenty-year, comprehensive transportation plan for all modes including highways, local streets and roads, transit, bicycle, aviation, rail, and goods movement. PCTPA is required to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years. PCTPA also aligns the update of its RTP with SACOG's development of the region's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) long-range planning document, since the RTP relies on SACOG's forecast information and modeling outputs from that planning effort, and SACOG's MTP/SCS incorporates PCTPA's RTP project lists directly into their respective fiscally constrained project list.

The secondary purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that contain federal transportation dollars or require federal approval.

The RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies and quantifies regional needs expressed within both short- and long-range planning horizons; and
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. It includes regionally significant multimodal projects that currently have funding in place or that are projected to have funding in the future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained).

The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the fiscally constrained transportation investments described in the Action Element. It also identifies potential funding shortfalls and sources for the unconstrained project list.

THE POLICY ELEMENT

The 2050 RTP builds upon its goals, policies, objectives, and performance measures in order to provide a simplified and more clearly articulated vision of the future that emphasizes the fundamental values reflected in past RTPs. The purpose of the RTP is to guide the long-range planning and development of transportation projects in Placer County.

The process of updating the RTP provides an opportunity to participate in both planning and priority setting. The process allows the community to focus their attention on transportation in the context of Placer County as well as the entire Sacramento region, building both local and regional coalitions.

The RTP defines the goals of the transportation system and sets priorities for project implementation within the context of five regional planning principles:

- Improve mobility for all;
- Maintain a safe and connected multi-modal network;
- Practice sustainable planning;
- Ensure financial responsibility; and
- Promote social equity and community engagement.

THE ACTION AND FINANCIAL ELEMENTS

The Action Element identifies programs and actions to implement the 2050 RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element consists of short-term and long-term activities that address regional transportation issues and needs for all applicable transportation modes and strategies. The Action Element represents the heart of the RTP, describing, by mode of transportation, the current conditions, recent planning activities, and priorities for the region's transportation network. Federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to ten years and the long-term horizon as projects or activities 20 years and beyond.

The Action Element must be consistent with the financial constraints identified in the Financial Element and must conform to the State Implementation Plan. Regionally significant projects are listed below by transportation mode and are grouped into Tier I and Tier II categories.

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in Tier I of the Action Element. The purpose of the Financial Element is to:

- Inventory existing and potential funding sources from federal, state and local perspectives.
- Summarize costs to operate and maintain the current transportation system.
- Summarize street and road candidate projects with both available funding (Tier I) and potential funding shortfalls (Tier II) and the cost to build the projects.
- Summarize deferred maintenance for the region and the resulting shortfall.

Tier I investments contain the highest priority and most urgent investment needs and are separated into short-term and long-term categories. Enough funding is anticipated to be available

over the life of the RTP to develop and construct or implement these improvements. Tier I improvements constitute the "financially constrained" element of the RTP.

Also included in the RTP is a vision element, titled "Tier II," which includes additional projects and improvements that are needed and important to the regional system but which are not able to be funded at this time. Tier II improvements constitute the "financially unconstrained" element of the RTP.

The tables below describe the projects summary for the Financially Constrained and Financially Unconstrained cases.

THE FINANCIALLY CONSTRAINED PROJECT

A listing of the financially constrained (Tier I) projects is described in Table 2.3-1 below.

TABLE 2.3-1: FINANCIALLY CONSTRAINED PROJECTS SUMMARY (TIER I)

LEAD AGENCY	*TITLE*	*PROJECT DESCRIPTION*	*DELIVERY YEAR*	*COST IN 2024 DOLLARS*
A- Bike & Ped				
Caltrans D3	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools. Toll Credits for ENG, ROW, CON	By 2027	$20,092,989
Caltrans D3	SR 28 Complete Streets	In Placer County on Route 28 from Onyx Street to approximately 0.01 mile past Chipmunk Street. Complete Streets - Crosswalks, Sidewalks, Bike Lanes. SHOPP ID 23217	By 2035	$5,040,000
Auburn	Highway 49. Complete Streets Assessment	The City is committed to redeveloping the Grass Valley HWY corridor as a vibrant transportation thoroughfare, business center, and pedestrian destination using Complete Street Principles.	By 2035	$100,000
Auburn	Old Town Pedestrian Improvements	This effort aims to increase the number of persons who bicycle and walk the City of Auburn for transportation to work, school, errands, and for recreational purposes	By 2035	$200,000
Colfax	Canyon Way Bicycle Improvements	Add bike routes on both sides of Canyon Way from Illinoistown Road to 174	By 2050	$100,000
Colfax	South Auburn Street Bicycle Improvements	Add bike routes on both sides of South Auburn from Grass Valley UP tracks to Mink Creek	By 2050	$50,000
Colfax	South Auburn Street Bicycle Improvements Stage 2	Add bike routes on both sides of South Auburn Street from Mink Creek to Illinoistown Road	By 2050	$75,000
Rocklin	At-Grade Railroad Roadway and Pedestrian Improvements	Pedestrian and roadway improvements will include design and construction of curb, gutter, sidewalk, ADA curb ramps, pavement rehabilitation, pavement markings, utility adjustments, drainage improvements, and UPRR/CPUC required improvements at three mainline at-grade railroad crossings, including Farron Street, Midas Avenue, and Delmar Avenue as well as the railroad spur crossing on Dominguez Road immediately south of Pacific Street.	2027	$3,959,854

Roseville	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	By 2050	$45,000,000
Roseville	Commercial Corridor Pedestrian Enhancements	Pedestrian enhancements throughout older Roseville.	By 2050	$5,000,000
Roseville	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	By 2035	$41,185,159
Roseville	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	By 2035	$9,301,725
Roseville	Dry Creek Greenway East Phase 3	Bike/Ped trail from Old Auburn Road to Sierra College Boulevard. Connects with Citrus Heights.	By 2035	$21,000,000
Roseville	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Way. to western Roseville City limits along Dry Creek.	By 2035	$4,000,000
Roseville	Highway 65 Bike/Ped OC	Bike path crossings (up to three) over Highway 65.	By 2035	$20,000,000
Roseville	I-80 Bike/Ped OC to Louis Orlando Transit Center	Bike/Ped crossing over Interstate 80 to Louis Orlando bus transfer center.	By 2035	$20,000,000
Roseville	Industrial Avenue Bikeway	Bike/ped trail along Industrial Boulevard to Washington Boulevard.	By 2050	$20,000,000
Roseville	Mahany Park Trail Design and Construction	From Woodcreek Oaks Boulevard to Fiddyment Road construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	By 2035	$9,409,000
Roseville	Powerline Corridor Class 1 Trail from Foothills to Washington	Bike/ped trail from Foothills to Washington.	By 2050	$10,000,000
Roseville	Stoneridge - Orvietto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvietto Drive: Design and construct a multi-use bike/pedestrian trail.	By 2035	$630,000
PCTPA	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	By 2050	$40,000,000
PCTPA	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	By 2050	$52,000,000
Placer County	Dry Creek Greenway East	Construct 3.5-mile Class I multi-use trail from Cirby Way to the Folsom State Recreation Area	By 2050	$7,600,000
Placer County	Dry Creek Greenway West	Construct Class I multi-use trail in the Dry Creek area. Coordinated with City of Roseville	By 2050	$16,400,000
Placer County	Eureka Road Trail	shared-use path that extends from Wellington Way to Auburn Folsom Road	By 2050	$8,000,000
Placer County	Meadow Vista Walkway	Sidewalk and bike lane project along Placer Hills Road from Meadow Vista Road to Combie Road	By 2050	$12,000,000
Placer County	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	In Placer County, on the north side of Douglas Boulevard, between Melwood Lane and Oak Knoll Drive: construct pedestrian and bicycle facilities to complete the multi-modal connection from Auburn Folsom Road to the Folsom Lake State Recreation Area (SRA). (Toll credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	By 2035	$900,000

Placer County	Pleasant Grove Creek Trail Extension	Trail extension from Foothills to Highway 65.	By 2035	$10,000,000
Placer County	Truckee River Trail	Along SR 89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail. (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	By 2050	$20,000,000
Loomis	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	By 2050	$50,000
Loomis	King Road Class II Bike Lanes	Fill in gaps between existing bike lanes on King Road within Town Limits.	By 2035	$600,000
Loomis	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	By 2050	$60,000
Loomis	Taylor Road Class I Bike Path	Extend the Class I bicycle/pedestrian path on Taylor Road from its existing terminus at Circle Drive to Walnut Street near Downtown.	By 2035	$600,000
USFS Tahoe National Forest	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65-foot trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Beacroft, 23 Corners, Rock Lobster and multiple unidentified/ subsurface areas along the China Wall to Robinson Flat Route.	By 2035	$921,153
B- Road & Highway Capacity				
Caltrans D3	SR 267 at Truckee Airport Rd Intersection Improvements	In Placer County on Route 267 at Truckee Airport Road/Schaffer Mill Road and Pla 267 intersection improvements. Construct roundabouts or add aux lanes to mainline, add dedicated left turn phasing and lanes to minor approaches. SHOPP ID 17721	By 2050	$2,160,000
Caltrans D3	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	By 2035	$8,919,000
Colfax	S. Auburn Road Rehabilitation	Reconstruct, widen and pave S. Auburn from Mink Creek to Jan's Way	By 2050	$1,250,000
Lincoln	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Boulevard north.	By 2035	$10,568,251
Lincoln	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	By 2035	$3,625,000
Lincoln	Lincoln Boulevard Widening Over Auburn Ravine	Lincoln Boulevard at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	By 2050	$9,880,000
Lincoln	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	By 2050	$5,729,091
Lincoln	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Boulevard	By 2050	$2,296,256
Lincoln	Moore Road	Widen Moore Road to 4 lanes from Fiddyment Road	By 2050	$4,493,949

	Expansion	to 0.5 mile east of existing Nelson Lane		
Lincoln	Nelson Lane Auburn Ravine Bridge	Construct 6-lane bridge on Nelson Lane across Auburn Ravine	By 2050	$8,700,000
Lincoln	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Lane to Moore Road	By 2050	$12,114,449
Lincoln	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Drive from 2 to 4 lanes from Lincoln Boulevard to west side of SR-65 Interchange (approx. 0.15 mile)	By 2050	$1,981,120
Rocklin	I-80 Westbound Auxiliary Lane	Auxiliary Lane from Rocklin Road to Highway 65	By 2050	$10,000,000
Rocklin	Monument Springs	2-lane extension and 2-lane bridge	By 2035	$11,500,000
Rocklin	Pacific Street	Widen: 6 lanes from SW of Sunset Boulevard to NE of Sunset Boulevard.	By 2050	$240,000
Rocklin	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	By 2050	$372,266
Rocklin	Sierra College Boulevard Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguliar Tributary.	By 2050	$3,800,000
Rocklin	Sierra College Boulevard Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	By 2050	$2,750,000
Rocklin	Sierra College Boulevard	Widen Sierra College Boulevard to 6 lanes from I-80 to south of Taylor Road.	By 2050	$3,565,550
Rocklin	Sunset Boulevard Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	By 2050	$1,100,000
Rocklin	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to East of Wildcat Boulevard	By 2035	$3,083,809
Roseville	Atkinson Street/PFE Road Widening	In Roseville, Atkinson Street/PFE Road: widen from 2 to 4 lanes from Foothills Boulevard to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	By 2050	$7,000,000
Roseville	Baseline Road Widening	In Roseville, Baseline Road, from Brady Lane to Fiddyment Road: widen from 3 to 4 lanes.	By 2035	$6,106,889
Roseville	Baseline Road	In Roseville, Baseline Road from Fiddyment Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	By 2035	$12,852,055
Roseville	Baseline Road, Fiddyment to western Roseville City Limit, 6 Lanes	Widen Baseline Road from 4 lanes to - lane ultimate configuration between Fiddyment Road and the City of Roseville western boundary.	By 2050	$6,000,000

Roseville	Blue Oaks Boulevard Bridge Widening	In Roseville, on Blue Oaks Boulevard between Washington Boulevard and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Avenue/UPRR tracks.	By 2035	$23,000,000
Roseville	Blue Oaks Boulevard - Highway 65 Interchange Improvements	Intersection improvements at Blue Oaks/Washington and SR 65 onramp improvements.	By 2050	$6,000,000
Roseville	Blue Oaks Boulevard Extension Phase 2	In Roseville, Blue Oaks Boulevard, from Westbrook Drive to Santucci Boulevard (formerly Watt Avenue), extend 2 lanes.	By 2035	$6,350,000
Roseville	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Boulevard, construct 4 lanes to widen Blue Oaks to 6-lane roadway from Santucci Boulevard to Westbrook Boulevard (first two lanes will be constructed with Blue Oaks Boulevard Extension Phase 2).	By 2050	$5,700,000
Roseville	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Boulevard, 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Boulevard. to Westpark Boulevard.	By 2050	$1,600,000
Roseville	Blue Oaks west widening, Westpark to Fiddyment	North of Pleasant Grove Boulevard, 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Boulevard to Fiddyment Road.	By 2050	$3,000,000
Roseville	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Boulevard to Foothills Boulevard.	By 2035	$500,000
Roseville	Foothills Boulevard. Extension	In Roseville, construct 2 lanes of ultimate 6 lane Foothills Boulevard. from 1,000 north of Winding Creek Road. (north loop) to north City boundary, including 1/2 of ultimate bridge over Pleasant Grove Creek.	By 2035	$7,500,000
Roseville	Foothills Extension Widening, Segment 1	In Roseville, widen Foothills Boulevard from 4 lanes to ultimate 6 lane configuration between Blue Oaks Boulevard. and Winding Creek Road. (north loop)	By 2050	$2,000,000
Roseville	Foothills Extension Widening, Segment 2	In Roseville, widen Foothills Boulevard from 2 lanes to ultimate 6-lane configuration between Winding Creek Road (north loop) and north City Boundary, including second half of bridge over Pleasant Grove Creek.	By 2050	$10,000,000
Roseville	Pleasant Grove Boulevard Widening	In Roseville, Pleasant Grove Boulevard, from Foothills Boulevard to Woodcreek Oaks Boulevard: Widen from 4 to 6 lanes.	By 2035	$7,000,000
Roseville	Roseville Parkway	In Roseville, extend 4-lane Roseville Parkway approximately 3,750 feet from Washington	By 2035	$22,500,000

	Extension	Boulevard to Foothills Boulevard, including new 4-lane bridge over Industrial Avenue/Union Pacific Railroad (UPRR) tracks		
Roseville	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	By 2035	$11,200,000
Roseville	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	By 2035	$2,500,000
Roseville	Santucci Boulevard Extension Ph 1	City of Roseville, Santucci Boulevard (North Watt Avenue): Extend four lanes from Vista Grande Boulevard to Pleasant Grove Boulevard.	By 2035	$6,500,000
Roseville	Santucci Boulevard Widening, Baseline to Pleasant Grove	In Roseville, from Baseline Road to 2,000 feet north of Pleasant Grove Boulevard, widen Santucci Boulevard from 4 to 6 lanes	By 2050	$5,000,000
Roseville	Sierra College Boulevard Widening	Sierra College Boulevard from Sacramento County line to Olympus Drive: widen to 6 lanes.	By 2050	$5,000,000
Roseville	Taylor Rd. Operational Improvements B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Road from 2 to 4 lanes.	By 2050	$17,200,000
Roseville	Vista Grande Arterial	In Roseville, from Fiddyment Road west to Westbrook Boulevard, construct new 4-lane arterial.	By 2035	$6,500,000
Roseville	Washington Boulevard/ Andora Undercrossing Improvement Project	In Roseville, widen Washington Boulevard from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Road and just south of Pleasant Grove Boulevard.	By 2035	$29,300,000
Roseville	Westbrook Boulevard B	In Roseville, construct 2 lanes of ultimate 6-lane roadway from Blue Oaks Boulevard to north city limit.	By 2050	$6,000,000
Roseville	Westbrook Boulevard Widening, Blue Oaks to north City Boundary	In Roseville, widen Westbrook Boulevard from 4 lanes to ultimate 6-lane configuration, from Blue Oaks Boulevard to north City Boundary	By 2050	$5,700,000
Roseville	Westbrook Boulevard Widening, Pleasant Grove to Blue Oaks	In Roseville, widen Westbrook Boulevard from 4 lanes to ultimate 6-lane configuration, from Pleasant Grove Boulevard to Blue Oaks Boulevard	By 2050	$2,700,000
Roseville	Westbrook Widening, Baseline to Pleasant Grove	In Roseville, widen Westbrook Boulevard from 4 lanes to ultimate 6-lane configuration, from Baseline Road to Pleasant Grove Boulevard	By 2050	$4,200,000
Roseville	Woodcreek Oaks Widening, Segment 1	In Roseville, modify to create an additional northbound lane to widen Woodcreek Oaks Boulevard from 3 lanes to ultimate 4-lane configuration between Blue Oaks Boulevard and	By 2050	$500,000

		Parkside Way.		
Roseville	Woodcreek Oaks Widening, Segment 2	In Roseville, modify to create an additional south bound lane to widen Woodcreek Oaks Boulevard from 3 lanes to ultimate 4-lane configuration between Parkside Way and north City boundary, including construction of second half of bridge over Pleasant Grove creek.	By 2050	$5,300,000
PCTPA	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Boulevard and Rocklin Road, Reconfigure I-80/SR 65 interchange to: extend the auxiliary lane from the Galleria Boulevard southbound onramp to the connector, widen southbound to westbound connector from 2 to 3 lanes; replace the Taylor Road OC; and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	By 2050	$156,000,000
PCTPA	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Boulevard and Rocklin Road; Reconfigure I-80/SR 65 interchange to: widen southbound to eastbound ramp from 1 to 2 lanes; replace existing 2-lane eastbound to northbound loop ramp with a new 3-lane direct flyover ramp, construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65; realign eastbound and westbound I-80 lanes to accommodate future I-80/SR65 HOV direct connectors.	By 2050	$382,000,000
PCTPA	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Boulevard and Rocklin Road; Reconfigure I-80/SR 65 interchange to: construct 1-lane managed lane direct connectors from eastbound to northbound and southbound to westbound; widen SR 65 for 1 managed lane northbound from connector to between Galleria Boulevard and Pleasant Grove Boulevard on SR 65; widen SR 65 for 1 managed lane southbound from Blue Oaks Boulevard to southbound (SB) connector; widen westbound to northbound connector from 1 to 2 lanes.	By 2050	$164,000,000
PCTPA	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Boulevard to Lincoln Boulevard, make capacity and operational improvements. Phase 1: From Blue Oaks Boulevard to Galleria Boulevard, construct third lane on southbound SR 65, and an auxiliary lane from Pleasant Grove Boulevard to Galleria Boulevard on southbound SR 65, including widening Galleria Boulevard southbound off-ramp to two lanes. Toll Credits for ENG	By 2035	$32,000,000
PCTPA	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Boulevard to Lincoln Boulevard, make capacity and operational improvements. Phase 2: construct third lane northbound SR 65 Galleria Boulevard to Pleasant Grove Boulevard; reconfigure northbound auxiliary lane between Pleasant Grove Boulevard and Blue Oaks to a general purpose lane at Pleasant Grove Boulevard and a trap lane at Blue Oaks Boulevard; construct auxiliary lanes northbound and southbound between Blue Oaks	By 2050	$76,000,000

		Boulevard and Sunset Boulevard.		
PCTPA	SR 65 Capacity & Operational Improvements Phase 3	In Placer County: Between Douglas Boulevard and Rocklin Road; Reconfigure I-80/SR 65 interchange to: widen southbound to eastbound ramp from 1 to 2 lanes; replace existing 2-lane eastbound to northbound loop ramp with a new 3-lane direct flyover ramp, construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65; realign eastbound and westbound I-80 lanes to accommodate future I-80/SR65 HOV direct connectors.	By 2050	$12,000,000
PCTPA	SR 65 Express Lanes Phase 1	SR 65 Southbound from Blue Oaks Blvd to I-80; construct separated, tolled express lane in the median, including tolling operations equipment.	By 2030	$32,000,000
PCTPA	SR 65 Express Lanes Phase 2	SR 65 Northbound from I-80 to Blue Oaks Blvd; construct separated, tolled express lane in the median, including tolling operations equipment.	By 2035	$32,000,000
PCTPA	SR 65 Express Lanes Phase 3	SR 65 Southbound from Lincoln Blvd to Blue Oaks Blvd; construct separated, tolled express lane in the median, including tolling operations equipment.	By 2040	$32,000,000
PCTPA	SR 65 Express Lanes Phase 4	SR 65 Northbound from Blue Oaks Blvd to Lincoln Blvd; construct separated, tolled express lane in the median, including tolling operations equipment.	By 2040	$32,000,000
Placer County	Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	By 2050	$1,892,300
Placer County	Athens Avenue Widening (Phase 1)	Athens Avenue, from 0.55 mile west of Industrial Avenue to Foothills Boulevard: Widen from 2 to 4 lanes	By 2035	$5,400,000
Placer County	Athens Avenue Widening (Phase 2)	Athens Avenue, from 0.52 mile west of Foothills Boulevard to Foothills Boulevard: Widen from 2 to 4 lanes	By 2050	$3,950,000
Placer County	Athens Avenue Widening (Phase 3)	Athens Avenue, from 0.52 mile west of Foothills Boulevard to Fiddyment Road: Widen from 2 to 4 lanes	By 2050	$4,100,000
Placer County	Baseline Road Widening (Phase 1)	Baseline Road, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	By 2035	$19,200,000
Placer County	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	By 2035	$29,000,000
Placer County	Campus Park Boulevard (Phase 1A)	Campus Park Boulevard, from Foothills Boulevard to University Village Drive: Construct 2 lane road	By 2035	$1,600,000
Placer County	Campus Park Boulevard (Phase 1B)	Campus Park Boulevard, from Foothills Boulevard to University Village Drive: Widen from 2 to 4 lanes	By 2050	$1,900,000
Placer County	Campus Park Boulevard (Phase 2)	Campus Park Boulevard, from University Village Drive to Fiddyment Road: Construct 4 lane road	By 2050	$2,800,000
Placer County	College Park Drive	College Park Drive, from Foothills Boulevard to Woodcreek Oaks: Construct 4 lane road	By 2050	$2,700,000
Placer County	College Park Drive (Phase 2)	College Park Drive, from Woodcreek Oaks to Sunset Boulevard: Construct 4 lane road	By 2035	$1,200,000

Placer County	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	By 2035	$750,000
Placer County	Fiddyment Road Widening	Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	By 2035	$11,550,000
Placer County	Fiddyment Road Widening (Phase 1)	Fiddyment Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	By 2035	$2,960,000
Placer County	Foothills Boulevard	Foothills Boulevard: Construct as a 2-lane road from the City of Roseville to Sunset Boulevard.	By 2035	$8,452,200
Placer County	Foothills Boulevard Widening (Phase 1)	Foothills Boulevard, from City of Roseville to Sunset Boulevard: widen from 2 to 4 lanes (alignment uses existing Duluth Avenue).	By 2050	$4,100,000
Placer County	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: Widen from 2 to 4 lanes	By 2050	$2,600,000
Placer County	Foothills Boulevard Widening (Phase 2)	In Placer County, Foothills Boulevard: from Sunset Boulevard to Placer Parkway widen from 2 to 6 lanes, from Placer Parkway to Athens Avenue widen from 2 to 4	By 2035	$2,600,000
Placer County	Foothills Boulevard Widening (Phase 3)	Foothills Boulevard, from Placer Parkway to Athens Avenue: Widen from 2 to 4 lanes	By 2035	$3,250,000
Placer County	Industrial Avenue Widening	Industrial Avenue, from the City of Roseville to the City of Lincoln: Widen from 2 to 4 lanes (includes the Grade Separation at Athens Avenue)	By 2050	$68,000,000
Placer County	Marketplace Drive (Phase 1)	Marketplace Drive, from Placer Creek Drive to Watt Avenue: Construct 2 lanes	By 2050	$1,400,000
Placer County	Marketplace Drive (Phase 2)	Marketplace Drive, from Watt Avenue to Trade Center Road: Construct 2 lane road	By 2035	$3,860,786
Placer County	Marketplace Drive (Phase 3)	Marketplace Drive, from Tanwoods Road to Trade Center Road: Construct 2-lane road	By 2050	$5,500,000
Placer County	PFE Road	Widen: 4 lanes from North Antelope Road to Roseville City Limits.	By 2050	$2,434,000
Placer County	PFE Road Widening	PFE Road, from Watt Avenue to Walerga Road: Widen from 2 to 4 lanes and realign.	By 2035	$13,085,000
Placer County	Placer Creek Drive (Phase 1)	Placer Creek Drive, from Baseline Road to Town Center Avenue: Construct 2-lane road	By 2035	$1,400,000
Placer County	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	By 2035	$1,400,000
Placer County	Placer Creek Drive (Phase 2)	Placer Creek Drive, from Town Center Avenue to Watt Avenue: Construct 2-lane road	By 2050	$2,100,000
Placer County	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard; Construct Phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip	By 2035	$70,000,000

		off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard. Auxiliary lanes will be provided on both directions of SR 65 between Sunset Boulevard and Placer Parkway and between Placer Parkway and Twelve Bridges (1,000' Northbound and 1,300' Southbound).		
Placer County	Placer Parkway Phase 2	Construct New Road: 4-lane divided Highway between Foothills Boulevard and Fiddyment Road. Includes signalized intersections at Fiddyment Road.	By 2050	$14,500,000
Placer County	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	By 2035	$7,890,000
Placer County	Quartz Drive Extension	Extend Quartz Drive from SR 49 to Bell Road.	By 2050	$6,902,600
Placer County	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	By 2035	$6,733,000
Placer County	Santucci Roseville Maintenance Station Extension	Construct Santucci Boulevard to 4 lanes from Pleasant Grove Boulevard to Phillip Road.	By 2035	$7,000,000
Placer County	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	By 2035	$2,280,000
Placer County	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	By 2050	$9,595,600
Placer County	Sunset Boulevard Extension (Phase 1)	Sunset Boulevard, from Foothills Boulevard to Fiddyment Road: Construct a 4-lane road	By 2035	$12,238,000
Placer County	Sunset Boulevard Widening (Phase 1)	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Boulevard/UPRR OC from 2 to 6 lanes.	By 2035	$51,250,000
Placer County	Sunset Boulevard Widening (Phase 2A)	Sunset Boulevard, from Cincinnati Avenue to Foothills Boulevard: Widen from 2 to 4 lanes	By 2050	$1,200,000
Placer County	Town Center Avenue (Phase 1)	Town Center Avenue, from Walerga Road to Placer Creek Drive: Construct 2 lanes	By 2035	$3,500,000
Placer County	Town Center Avenue (Phase 2)	Town Center Avenue, from Placer Creek Drive to Watt Avenue: Construct 2-lane road	By 2050	$1,400,000
Placer County	Town Center Avenue (Phase 3)	Town Center Avenue, from Watt Avenue to Marketplace Drive: Construct 2-lane road	By 2050	$7,250,000
Placer County	Town Center Avenue (Phase 4)	Town Center Avenue, from Marketplace Drive to Wild Poppy Road: Construct 2-lane road	By 2035	$1,400,000

Placer County	Trade Center Road (2-lane)	Trade Center Road, from Baseline Road to Marketplace Drive: Construct 2-lane road	By 2035	$950,000
Placer County	Union Oaks Drive (Phase 1)	Union Oaks Drive, from Marketplace Drive to Wild Poppy Road: Construct 2-lane road	By 2050	$2,750,000
Placer County	University Village Drive (Phase 1)	University Village Drive, from Foothills Boulevard to Sunset Boulevard: Construct 2-lane road	By 2035	$2,100,000
Placer County	University Village Drive (Phase 2)	University Village Drive, from Sunset Boulevard to Campus Park Boulevard: Construct 2-lane road	By 2050	$1,850,000
Placer County	Watt Avenue Bridge Replacement	Watt Avenue/Center Joint Avenue, over Dry Creek, 0.4 mile north of P.F.E. Road.: Replace existing 2-lane bridge with a 4-lane bridge. Toll Credits for CON	By 2035	$67,795,258
Placer County	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	By 2035	$2,600,000
Placer County	Wild Poppy Road (Phase 1)	Wild Poppy Road, from Baseline Road to Union Oaks Drive: Construct 2-lane road	By 2035	$3,500,000
Placer County	Wild Poppy Road (Phase 2)	Wild Poppy Road, from Union Oaks Drive to Dyer Lane: Construct 2-lane road	By 2050	$950,000
Placer County	Woodcreek Oaks Boulevard Extension	Woodcreek Oaks Boulevard, from City of Roseville to College Park Drive: Construct 4-lane road	By 2035	$964,200
Loomis	Sierra College Boulevard Widening - Taylor to Bankhead	In Loomis: Between Taylor Road and Bankhead Road; Widen Sierra College Boulevard to 4 lanes, construct new turn lanes, and signalize the Bankhead Road intersection.	By 2035	$3,000,000
Loomis	Sierra College Boulevard Widening C	In Loomis, Sierra College Boulevard. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	By 2050	$5,899,180
C- Maintenance & Rehabilitation				
Caltrans D3	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	By 2050	$3,960,000
Caltrans D3	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road Overcrossing (OC) to east of Weimar Overhang (OH) (PM R26.5/29.3); also near Magra from PM 39.5 to 41.4; also near Emigrant Gap from PM 53.0 to 55.1: Rehabilitate roadway, construct truck climbing lanes in eastbound (EB) direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	By 2035	$117,272,000
Caltrans D3	CAPM & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5):	By 2035	$13,940,000

		Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.		
Caltrans D3	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	By 2050	$10,000,000
Caltrans D3	Deck on Deck Replacement/ Various Locations	Deck on Deck replacement at Troy UC (19-0106L/R), Kingvale UC (19-0107 L), South Yuba River (19-0105L), South Yuba River Big Bend (19-0121R), and Big Bend UC (19-0122L). SHOPP ID 23117	By 2035	$25,710,000
Caltrans D3	Drum Forebay Drainage Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay OC to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R): Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	By 2035	$18,009,000
Caltrans D3	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampire Rocks. Truck climbing lane.(PM 64.2/66.3)	By 2050	$20,600,000
Caltrans D3	EB Colfax 174 Grade	On Placer 80 from E. of Illnoistown OC to E. of SR 174. Truck climbing lane.	By 2050	$13,762,000
Caltrans D3	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	By 2050	$17,470,000
Caltrans D3	Emigrant Gap Vista Point Upgrade	On Route 80, in Placer County, near Blue Canyon at the Emigrant Gap Vista Point (PM 55.32/55.32): Upgrade vista point.	By 2035	$464,000
Caltrans D3	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Junction SR 89 to Nevada State Line	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Junction SR 89 to Nevada State Line	By 2050	$15,950,000
Caltrans D3	I-80 Applegate Pavement Rehabilitation	In Placer County from 0.8 mile west of Auburn Ravine Road OC to Route 174/80 Separation	By 2035	$53,000,000
Caltrans D3	I-80 Auburn Pavement Rehabilitation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	By 2035	$5,300,000
Caltrans D3	I-80 Cold Plane & RHMA Overlay	I-80 Cold Plane & RHMA Overlay - In Placer County near Sierra College Boulevard. to Penryn Rock Springs UC	By 2050	$750,000
Caltrans D3	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile west of Yuba Pass OH 20/80 Separation.	By 2035	$10,800,000
Caltrans D3	I-80 Drainage Improvements B	In Placer County, approximately 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Road OC.	By 2035	$15,000,000
Caltrans D3	I-80 Guardrail	In and near various cities, at various locations, from	By 2050	$3,750,000

	upgrade	0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.		
Caltrans D3	I-80 Kingvale Pavement Rehabilitation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab.	By 2050	$93,134,000
Caltrans D3	I-80 Pavement Rehabilitation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	By 2050	$5,386,000
Caltrans D3	I-80 Pavement Rehabilitation E	Near Loomis from King Road OC to Route 193 Interchange.	By 2035	$18,200,000
Caltrans D3	I-80 Pavement Rehabilitation F	In Placer County on Route 80 from Drum Forebay OC to approximately 0.8 mile west of Yuba Gap.	By 2050	$22,000,000
Caltrans D3	In Sacramento and Placer Counties on I-80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	By 2050	$1,250,000
Caltrans D3	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	By 2050	$800,000
Caltrans D3	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	By 2035	$93,583,000
Caltrans D3	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	By 2035	$2,555,000
Caltrans D3	PLA 267 CAPM	On SR 267 near Truckee, from Nevada County line to Dolly Varden Avenue (PM 0.0/9.63): Rehabilitate pavement and drainage systems, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards and extend southbound truck climbing lane.	By 2035	$44,000,000
Caltrans D3	PLA 80 Colfax WB Acceleration Lane Improvement	Improve acceleration lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	By 2050	$2,146,000
Caltrans D3	Placer 49 2R	On SR 49 near Auburn, from Dry Creek Road to 0.1 mile south of Lorenson Road; also from 0.3 mile north of Lone Star Road to Nevada County line (PM R10.6/11.373): Rehabilitate roadway and drainage systems, and upgrade guardrail, Traffic Management System (TMS) elements, and facilities to ADA standards.	By 2035	$24,470,000
Caltrans D3	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Road, SB and NB Sierra College Boulevard.	By 2050	$4,800,000
Caltrans D3	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 mile east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 mile east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC (Total cost = $7,000,000; Placer County share shown)	By 2050	$2,660,000
Caltrans D3	Repair shoulder damage and install	In Placer County on Route 80 from 0.3 mile east of the South Yuba River Bridge to Nevada County on	By 2050	$10,900,000

	concrete gutter in Placer County on Route 80 from 0.3 mile east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110		
Caltrans D3	Replace Median Concrete Barrier	In Placer County 0.8 mile east of Route 65 interchange to the Ophir Rd UC (19-0081). Replace existing median concrete barrier with type 60M. SHOPP ID 23160	By 2035	$32,050,000
Caltrans D3	Roseville 80 CAPM	In Sacramento County and Placer County from approximately 0.6 mile east of Antelope Road OC (24-0129) to approximately 0.3 mile west of Sierra Boulevard OC (19-0095). Pavement and Drainage System Upgrades. (EA 2J170) SHOPP ID 20566	By 2035	$76,100,000
Caltrans D3	Roseville Maintenance Station	Rebuild crewrooms, offices and EQ barn	By 2035	$999,000
Caltrans D3	Russell Road Placer Co 80	On I-80 in and near Auburn, from 0.1 mile west of Nevada Street OC to 0.3 mile east of Crother Road OC (PM 17.2 /R26.5): Rehabilitate roadway and drainage systems, and upgrade signs, lighting, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	By 2035	$108,890,000
Caltrans D3	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	By 2050	$28,530,000
Caltrans D3	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	By 2050	$172,000,000
Caltrans D3	SHOPP - Collision Reduction	SHOPP - Collision Reduction	By 2050	$101,000,000
Caltrans D3	SHOPP - Emergency Response	SHOPP - Emergency Response	By 2050	$2,000,000
Caltrans D3	SHOPP - Facilities	SHOPP- Facilities	By 2050	$4,000,000
Caltrans D3	SHOPP - Mandates	SHOPP - Mandates	By 2050	$1,900,000
Caltrans D3	SHOPP - Minor	SHOPP - Minor	By 2050	$40,000,000
Caltrans D3	SHOPP - Mobility	SHOPP - Mobility	By 2050	$21,100,000
Caltrans D3	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	By 2050	$3,000,000
Caltrans D3	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	By 2050	$114,000,000
Caltrans D3	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 between 3.5 miles east of Lincoln and 0.1 mile east of Clark Tunnel Road. Widen shoulders and overlay.	By 2035	$7,708,000
Caltrans D3	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Drive to Junction Street 28.	By 2035	$8,905,000
Caltrans D3	SR 49, Placer County: SR 49 CAPM from the county line to I-80 junction	In Placer County on SR 49 from the county line to Junction Route 80. CAPM. SHOPP ID 20485	By 2035	$3,880,000
Caltrans D3	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	By 2050	$1,200,000
Caltrans D3	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	By 2050	$1,200,000
Caltrans D3	SR 267 North Lake Tahoe. Install ped signal.	SR-267 North Lake Tahoe. Install ped signal.	By 2050	$3,600,000
Caltrans D3	SR 49 Rehab Cool	In El Dorado and Placer Counties from Junction	By 2035	$19,000,000

	to Borderland Ave	Route 193 in Cool to Borland Ave in Auburn. Pavement Rehab. SHOPP ID 16360		
Caltrans D3	System Management/ Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	By 2035	$4,000,000
Caltrans D3	Var Location Safety surface treatment A	In Placer County on SR 65 from Blue Oaks Boulevard to Twelve Bridges; also in Sacramento County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	By 2050	$2,390,000
Caltrans D3	Var Location Safety surface treatment B	In Placer County on SR 65 from Blue Oaks Boulevard to Twelve Bridges; also in Sacramento County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	By 2050	$2,390,000
Caltrans D3	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	By 2050	$25,365,000
Auburn	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	By 2035	$479,305
Auburn	High Street Streetscape Phase 2	Revitalization of High Street from Central Square to Elm Avenue. the intent is to improve walkability and beautify Downtown Auburn core business District.	By 2035	$400,000
Auburn	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 500,000 annually)	By 2050	$10,000,000
Colfax	Canyon Way Road Rehabilitation	Reconstruct and repave Canyon Way from Illinoistown Road to 174	By 2035	$1,600,000
Colfax	Church Street Road Rehabilitation	Repave W. Church Street from S. Main Street to Rising Sun Street	By 2035	$300,000
Colfax	I-80/Canyon Way Intersection Improvements	Intersection Improvements at Canyon Way/I-80 Overpass, to include signalization, intersection realignment and striping.	By 2050	$600,000
Colfax	Main Street Road Rehabilitation	Repave/Reconstruct Main Street from Church Street to 174	By 2050	$1,250,000
Colfax	Oak Street Road Rehabilitation	Reconstruct/Repave E. Oak Street from Railroad Avenue to 174	By 2035	$600,000
Colfax	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, and other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($135,000 annually)	By 2050	$2,700,000
Lincoln	Industrial Avenue Rehabilitation Project	In Lincoln, CA, on Industrial Avenue between Highway 65 and the southern City limit; rehabilitate roadway. This project would consist of removing and repaving 4 inches of asphalt across the entire width of the roadway for the limits described above. The improvements will provide a safe and serviceable roadway a full rehabilitation of the current roadway is necessary. Toll Credits for CON	By 2035	$1,420,948
Lincoln	Joiner Parkway Pavement Rehabilitation Phase 3	In Lincoln, CA, on Joiner Parkway, from a point halfway between 1st and 3rd Street to Venture Drive; roadway rehabilitation including crack seal, areas of base repair, segments of slurry seal, and segments of overlay. Various ADA improvements will be constructed throughout the project limits.	By 2035	$2,028,754

Lincoln	Lincoln Boulevard Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	By 2035	$1,566,000
Lincoln	McBean Park Bridge Rehabilitation	McBean Park Drive over Auburn Ravine, east of East Avenue: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane but does not provide a new through lane.). Toll Credits for ROW	By 2035	$12,313,800
Lincoln	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, street lights, storm drains, storm damage, patching, overlay and sealing, and other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($1,400,000 annually)	By 2050	$28,000,000
Lincoln	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Boulevard.	By 2035	$1,430,909
Rocklin	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, street lights, storm drains, storm damage, patching, overlay and sealing, and other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($5,400,000 annually)	By 2050	$108,000,000
Roseville	Fairway and Junction Boulevard Arterial Resurfacing Project	In Roseville, the preservation and/or rehabilitation of the following streets: Fairway Boulevard (south of Blue Oaks Boulevard to Stanford Ranch Road) and Junction Boulevard (Foothills Boulevard to Washington Boulevard). Project consists of associated civil work including but not limited to ADA compliance, traffic signal repair, utility adjustments, and other necessary work in this area.	By 2035	$3,610,728
Roseville	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	By 2035	$1,947,189
Roseville	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Road: construct median improvements, striping and signage to slow traffic and improve safety.	By 2035	$1,498,000
Roseville	Washington Boulevard/All America City Boulevard Roundabout	In Roseville, at the intersection of Washington Boulevard/All America City Boulevard, design and construct a 2-lane roundabout. Toll Credits for CON	By 2035	$6,339,276
PCTPA	Placer County Freeway Service Patrol FY 2023-27	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65. Toll Credits for CON	By 2035	$ 3,061,402
PCTPA	Placer County Transit Operating & Maintenance	Lump-sum annual Operating and Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	By 2050	$428,962,108

C- Maintenance & Rehabilitation	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($15,000,000 annually)	By 2050	$300,000,000
Placer County	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Road over Miners Ravine, 1.1 miles north of Douglas Boulevard. Rehabilitate 2-lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	By 2035	$10,000,000
Placer County	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Auburn-Foresthill Road Over N FK American River, East of I-80: Standalone Bridge Preventative Maintenance	By 2035	$4,130,250
Placer County	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Road. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity. Toll Credits for ENG, ROW, CON	By 2035	$2,245,000
Placer County	Dalby Road Bridge Replacement	Dalby Road bridge over Yankee Slough. Replace existing 2 lane bridge with new 2 lane bridge	By 2035	$6,000,000
Placer County	Dry Creek Road Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 mile west of Placer Hills Road. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	By 2035	$1,849,000
Placer County	Edgeline Installation	Various Locations in Lincoln and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road and along a portion of Wise Road (Garden Bar Road to the bridge over Doty Creek). (H11-03-014)	By 2035	$244,900
Placer County	Gladding Road Over Coon Creek - Rehabilitate Bridge	Gladding Road over Coon Creek, south of Riosa Road. Rehab existing 1-lane bridge with a new 2-lane bridge, no added lane capacity. Toll Credits for ENG, ROW, CON	By 2035	$7,000,000
Placer County	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road. (H11-03-015)	By 2035	$276,900
Placer County	Haines Road Bridge Replacement	Haines Road, over Wise Canal, 0.45 miles north of Bell Road: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	By 2035	$6,200,000
Placer County	Haines Road Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Road.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	By 2050	$6,000,000
Placer County	McKinney Creek Road Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 mile northwest of McKinney Rubicon SP. Replace the existing 2-lane bridge with a new - lane bridge - no added lane capacity. Toll Credits for ENG, ROW, CON	By 2035	$8,000,000
Placer County	Mt. Vernon Road Over North Ravine - Rehabilitate Bridge	Mt. Vernon Road over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2-lane bridge with wider lanes and shoulders - no added lane capacity.	By 2035	$6,000,000
Placer County	New Airport Road Over Wise Canal -	New Airport Road over Wise Canal, northeast of SR 49. Rehabilitate existing 2-lane bridge with wider	By 2035	$6,000,000

	Rehabilitate Bridge	lanes and shoulders - no added capacity.		
Placer County	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	By 2050	$6,000,000
Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in non-urbanized areas of Placer County	By 2050	$4,000,000
Placer County	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, and other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($19,000,000 annually)	By 2050	$380,000,000
Placer County	Yankee Jim's Road Bridge at North Fork American River	Yankee Jim's Road over North Fork American River, 1.5 miles west of Shirttail Canyon Road: Replace structurally deficient 1-lane bridge with a new 2-lane bridge. Toll Credits for ENG, ROW, CON	By 2035	$44,651,000
Loomis	Brace Road. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	By 2050	$50,000
Loomis	Brace Road Bridge Replacement	Replace the bridge on Brace Road at Secret Ravine Creek. Includes ancillary road work.	By 2050	$5,100,000
Loomis	King Road Operational Improvements	Roadway Operational Improvements: at Sucker Ravine and King Road expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	By 2050	$10,000
Loomis	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Road from Sierra College Boulevard to Vet Clinic. Includes: ancillary road work.	By 2035	$60,000
Loomis	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	By 2035	$40,000
Loomis	Sierra College Boulevard Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Boulevard. Includes: ancillary road work.	By 2035	$40,000
Loomis	STBG Paving Project	In the Town of Loomis: Roadway spot reconstruction and overlay on Brace Road between Sierra College Boulevard and Stone Road.	By 2035	$400,000
Loomis	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 634,000 annually)	By 2050	$12,680,000
Loomis	Taylor Rd. Operational Improvements A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Boulevard. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Road to Walnut Street, $800,000.	By 2035	$230,000
Western Placer Consolidated Transportation Service Agency	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services and complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County and Cities	By 2050	$46,627,405
D- Programs & Planning				
Caltrans HQ	FTA 5310 - Nevada-Sierra Connecting Point Public Authority -	Nevada-Sierra Connecting Point Public Authority will use FTA 5310 funds awarded by Caltrans to provide mobility management services in Placer and Yuba counties including trip planning assistance to seniors	By 2035	$956,010

	Mobility Management	and people with disabilities, and assistance with signing up for discounted fares and/or paratransit services. The project received $956,010 in Sacramento UZA funds. This project is 100 percent federally funded and does not require a local match.		
PCTPA	Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan	In Placer County: develop a Countywide Zero-Emission Vehicle (ZEV) Infrastructure Plan with the goal of accelerating and sustaining ZEV market growth; the project includes an assessment of equity impacts and will provide recommendations to improve equitable outcomes. Deliverables include a Public Fleet Transition Plan, ZEV land use planning tools, and an Implementation Plan.	2026	$1,355,473
PCTPA	Placer County Congestion Management Program FY 2023-2027	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	By 2035	$269,371
PCTPA	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	By 2035	$1,516,000
E - Transit Capital				
Caltrans Division of Rail	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation and replacement of second mainline track between Auburn and Reno, Nevada	By 2050	$86,000,000
Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 1	On the UPRR mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern 8 miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to 2 additional round trips (for a total of three round trips) between Sacramento and Roseville.	By 2035	$25,000,000
Roseville	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	By 2035	$700,000
Roseville	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of 7 commuter electric buses to replace existing diesel commuter buses, 8 electric vans to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	By 2035	$13,598,496
Roseville	Santucci Roseville Maintenance Station BRT lanes - Baseline to Pleasant Grove	In the City of Roseville, widen Santucci Boulevard from Baseline Road to approximately 2,000 feet north of Pleasant Grove Boulevard, by constructing two Bus Rapid Transit (BRT) lanes, one in each direction.	By 2050	$8,000,000
PCTPA	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park and ride facilities,	By 2050	$82,526,000

		signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1-CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel and Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.		
PCTPA	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	By 2050	$51,100,000
Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	By 2050	$2,500,000
Placer County	SR 267 Outside Transit-Only Lanes	Widen SR 267 to add outside transit-only lanes in each direction adjacent to existing lanes and also include a paved shoulder on both sides from Schaffer Mill Road to Northstar Drive	By 2050	$47,718,000
Placer County	SR 267 TSP & Queue Jump Lanes	SR 267, upgrade intersections to include transit signal priority and queue jump lanes from the Town of Truckee to Highland View Drive	By 2035	$2,500,000
Placer County	SR 89 TSP & Queue Jump Lanes	SR 89, upgrade intersections to include transit signal priority and queue jump lanes, from Truckee to Alpine Meadows Road.	By 2035	$2,500,000
Placer County	Tahoe Truckee Area Regional Transit (TART) Battery Electric Bus	Replace one existing 40-foot CNG bus with a new battery electric bus (BEB). This will begin the effort of converting the TART fleet to zero emissions as of 2030.	By 2035	$1,000,000
Western Placer Consolidated Transportation Service Agency	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 and complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items and facilities expansion.	By 2035	$1,000,000
E - Transit Capital	Sacramento to Roseville Third Main Track - Phase 2	On the UPRR mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to 7 additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	By 2035	$33,600,000
F - Transit Operations and Maintenance				
Roseville	Operating Assistance South Placer County Transit Project	Operating assistance for South Placer Express (Rapid Link) between the City of Lincoln, City of Roseville, and the Watt/I-80 Light Rail Station.	By 2035	$11,400,000
Roseville	Roseville Transit FY 2023 and 2024 Section 5307 Grant	Roseville Transit operating assistance utilizing a combination of FFY 2023 and 2024 Section 5307 funds and the required local match. Total project	2026	$2,977,886

	Operating Assistance	cost is $2,382,308. FFY 2023 Section 5307 Sacramento (UZA 060390): $983,499; FFY 2024 Section 5307 Sacramento (UZA 060390): $1,001,758		
G- System Management, Operations, and ITS				
Caltrans D3	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	By 2035	$37,900,000
Caltrans D3	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	By 2035	$54,175,000
Caltrans D3	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	By 2035	$45,210,000
Caltrans D3	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	By 2035	$2,000,000
Caltrans D3	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Road on eastbound I-80, and east of Douglas Boulevard to west of Riverside Avenue on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Road, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2 lanes to 1 lane. Toll Credits for ENG, ROW. Toll Credits for ENG, ROW	By 2035	$40,776,035
Caltrans D3	In Placer and Nevada Counties on I-80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on I-80 from Kingvale to Soda Springs. Add truck climbing lane.	By 2035	$33,423,000
Caltrans D3	In Placer County on SR 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on SR 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	By 2035	$4,700,000
Caltrans D3	In Placer County on SR 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on SR 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	By 2035	$4,700,000
Caltrans D3	In Placer County on SR 49 at Bell Road intersections. NB Right Turn lanes.	In Placer County on SR 49 at Bell Road intersections. NB Right Turn lanes.	By 2035	$1,500,000
Caltrans D3	In Placer County on Route 49 at Elm Avenue/ Harrison Street intersection. Intersection improvements/ channelization.	In Placer County on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	By 2035	$5,200,000
Caltrans D3	In Placer County on SR 49 at the Kemper Road intersection. Kemper Road channelization to improve SR 49 operations.	In Placer County on SR 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR 49 operations.	By 2035	$1,500,000
Caltrans D3	In Placer County on SR 49 from the El Dorado County line to Borland Avenue.	In Placer County on SR 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	By 2035	$5,700,000

	Turnouts, pullouts and shoulders.			
Caltrans D3	Placer 49 Sidewalk	In Placer County, on Route 49 postmiles 4.67/4.88. Construct sidewalk.	2025	$1,620,000
Caltrans D3	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Drive to Brockway Summit (PM 3.76/PM 6.67)	By 2050	$19,500,000
Caltrans D3	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	By 2035	$2,600,000
Caltrans D3	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts. This project will reduce the number and severity of collisions.	By 2035	$35,870,000
Caltrans D3	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	By 2050	$45,000,000
Caltrans D3	Sutter, Yolo, and Placer County Traffic Signal Operation	In Sutter, Yolo, and Placer Counties on Routes 5, 80, and 99 at various locations. Install Retroreflective Plates, Audible Pedestrian System (APS), and Flashing Beacons.	2025	$538,000
Caltrans D3	System Management/ Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	By 2050	$4,000,000
Colfax	Grass Valley Street/UPRR OC	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn) to west side (Main)	By 2050	$14,700,000
Colfax	I-80/SR 174 Road Widening and Signal Improvements	Roadway Operational Improvements at Highway 174 and I-80, to include new signal and intersection widening with sidewalks and curb ramps	By 2050	$550,000
Colfax	S. Auburn/ Central/Highway 174 Intersection Improvements	Intersection improvements on S. Auburn Street at Central Avenue/Highway 174 intersection, to include widening, signalization, and pedestrian improvements.	By 2050	$700,000
Rocklin	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet). Toll Credits for ENG	By 2035	$10,000,000
Rocklin	I-80/Rocklin Road Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class 1 bicycle and pedestrian OC. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope).. Toll Credits for CON	By 2035	$43,513,000
PCTPA	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County.	By 2050	$10,000,000
PCTPA	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	By 2035	$20,000,000
Placer County	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road/Interstate 80 interchange with two roundabouts and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road. Toll Credits for ENG, ROW, CON	By 2035	$7,901,177
Placer County	SR 267 Transit Signal Priority and Queue Jump Lanes	Transit Signal Priority and Queue Jump Lanes at signalized intersections along SR 267 from Truckee to Highland View Drive.	By 2035	$2,500,000
Placer County	SR 49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	By 2050	$5,705,100
Loomis	Bankhead Road Widening	Widen Bankhead Road to standard lane and shoulder widths, including bike lanes.	By 2035	$1,600,000
Loomis	Horseshoe Bar	Construct roundabouts at the existing Horseshoe	By 2035	$6,300,000

	Road/Brace Road Roundabout	Bar Road/Horseshoe Bar Road and Horseshoe Bar Road/Brace Road/Laird Road intersections.		
Loomis	I-80 Horseshoe Bar Road Interchange Modification	In Loomis: at the I-80 and Horseshoe Bar Road interchange; improve the ramps and ramp intersections, including potential roundabouts.	By 2035	$10,000,000
Loomis	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	By 2035	$938,120
Loomis	Rocklin Road/Barton Road Intersection Improvements	Signalize the Rocklin Road/Barton Road intersection.	By 2035	$500,000
Loomis	Sierra College Boulevard At-Grade Railroad Crossing Improvements	In Loomis, at the intersection of Sierra College Boulevard and the Union Pacific Railroad tracks north of Taylor Road, construct at-grade railroad crossing improvements, including pre-signal, advance preemption, upgraded crossing guards, and other safety improvements.	By 2035	$3,000,000
Loomis	Sierra College Boulevard/Bankhead Road Intersection Improvements	Signalize the Sierra College Boulevard/Bankhead Road intersection.	By 2035	$500,000
Loomis	Sierra College Boulevard/Brace Road Signal Modification	Modify the traffic signal at the Sierra College Boulevard/Brace Road intersection.	By 2035	$600,000
Loomis	Webb Street Improvements	Widen Webb Street between King Road and Taylor Road to include curb, gutter, sidewalk, parking, and turn lanes.	By 2035	$1,300,000

SOURCE: PCTPA, 2025.

THE FINANCIALLY UNCONSTRAINED PROJECT

A listing of the financially unconstrained (Tier II) projects is described in Table 2.3-2 below.

TABLE 2.3-2: FINANCIALLY UNCONSTRAINED PROJECTS SUMMARY (TIER II)

CATEGORY	*TITLE*	*PROJECT DESCRIPTION*	*RECOMMEND-ED YEAR*	*COST IN 2024 DOLLARS*
B- Road & Highway Capacity	PLA 267 - 4 Lane Widening	Widen existing SR 267 from Brockway Road/Soaring Way to Northstar Drive to 4 lanes. This may include roundabout improvements at Brockway Road and Schaffer Mill.	Beyond 2050	$50,000,000
G- System Management, Operations, and ITS	PLA 49 - New Airport Road	Northbound right-turn lane to New Airport Road (PM 5.640)	Post 2050	$5,000,000
B- Road & Highway Capacity	PLA 49 - Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road (PM 6.96/7.42).	Beyond 2050	$15,000,000
G- System Management, Operations, and ITS	PLA 80 - Foresthill IC/Auburn Ravine	Modificiation of Forest Hill IC - Roundabout/ Diverging Diamond IC options (PM 19.46)	Post 2050	$20,000,000
B- Road & Highway Capacity	PLA 49 - Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street. (PM 4.63/5.21)	Beyond 2050	$15,000,000
G- System Management, Operations, and ITS	PLA 80 - Canyon Way	Intersection improvements at I-80 EB off-ramp/State Route 174/Canyon Way (PM 33.126)	Post 2050	$10,000,000
G- System Management,	PLA 80 - Nevada Street IC/Maple	Potential Roundabout at Nevada Street and at Union Street/Placer Street intersection (PM17.25)	Post 2050	$10,000,000

CATEGORY	*TITLE*	*PROJECT DESCRIPTION*	*RECOMMEND-ED YEAR*	*COST IN 2024 DOLLARS*
Operations, and ITS	Street			
B- Road & Highway Capacity	SR 65 Managed Lanes Project: HOV Phase 2	On SR 65 from Blue Oaks to north of Ferrari Ranch Road: HOV	Post 2050	-
B- Road & Highway Capacity	SR 65 Managed Lanes Project: Convert HOV Phase 2	On SR 65 from Blue Oaks to north of Ferrari Ranch Road: Convert HOV to priced managed lanes without adding capacity	Post 2050	-
E - Transit Capital	SR 89 Outside Transit-Only Lanes	Widen SR 89 to add a transit-only lane in each direction adjacent to existing lanes and also include a paved shoulder/emergency pullouts on both sides except for extremely constrained areas from West River Street to Tahoe City	Post 2050	$246,800,000
B- Road & Highway Capacity	1st Street	Construct 1st Street as a 2-lane collector within RUSP	Beyond 2050	$3,000,000
B- Road & Highway Capacity	8th Street	Construct 8th Street as 2-lane arterial with RUSP	Beyond 2050	$2,000,000
B- Road & Highway Capacity	8th Street	Construct 8th Street as 2-lane arterial within RUSP	Beyond 2050	$2,000,000
B- Road & Highway Capacity	A Street	Construct A Street as 2-lane collector within RUSP	Beyond 2050	$2,500,000
B- Road & Highway Capacity	Athens Avenue Extension	Athens Avenue, from Fiddyment Road to Dowd Road: Construct 4-lane road	Beyond 2050	$8,500,000
B- Road & Highway Capacity	B Street	Construct B Street as 2-lane collector within RUSP	Beyond 2050	$3,000,000
B- Road & Highway Capacity	Campus Park Boulevard (Phase 3)	Campus Park Boulevard, from Fiddyment Road to City of Roseville: Construct 4 lane road	Beyond 2050	$7,400,000
B- Road & Highway Capacity	Dowd Road Extension and Widening	Dowd Road, from City of Roseville to City of Lincoln: Widen/construct 4 lane road	Beyond 2050	$12,772,000
B- Road & Highway Capacity	Dyer Lane Widening (4-lane)	Dyer Lane, from Watt Avenue to Baseline Road: widen from 2 to 4 lanes	Beyond 2050	$11,200,000
B- Road & Highway Capacity	Fiddyment Road Widening (Phase 4)	Fiddyment Road, from Athens Avenue to the City of Lincoln: Widen from 2 to 4 lanes	Beyond 2050	$13,000,000
B- Road & Highway Capacity	Foothills Boulevard Widening (6-lane)	Foothills Boulevard, from City of Roseville to Athens Avenue: widen from 4 to 6 lanes	Beyond 2050	$6,750,000
B- Road & Highway Capacity	Locust Road Widening (4-lane)	Locust Road, from Old Barn Drive to Sacramento County: widen from 2 to 4 lanes	Beyond 2050	$1,650,000
B- Road & Highway Capacity	Marketplace Drive (4-lane)	Marketplace Drive, from Watt Avenue to Trade Center Drive: Widen from 2 to 4 lanes	Beyond 2050	$4,500,000
B- Road & Highway Capacity	Old Barn Drive	Old Barn Drive, from Dyer Lane to Locust Road: construct 2-lane road	Beyond 2050	$3,500,000
B- Road & Highway Capacity	Palladay Road Widening	Palladay Road, from Sacramento County Line to Dyer Lane: Widen to 4 lanes	Beyond 2050	$4,585,000
B- Road & Highway Capacity	Placer Creek Drive (4-lane)	Placer Creek Drive, from Baseline Road to Watt Avenue: Widen from 2 to 4 lanes	Beyond 2050	$4,500,000
B- Road & Highway Capacity	Placer Vineyards Road/16th Street Widening (4-lane)	Placer Vineyards Road/16th Street, from Baseline Road to Sacramento County: Widen from 2 to 4 lanes	Beyond 2050	$8,250,000
B- Road & Highway Capacity	Santucci Blvd. Ultimate Widening	Widen Santucci Blvd. from 4 to 8 lanes from 2,000 feet north of Pleasant Grove Boulevard to Placer Parkway adding two new general purpose lanes (one in each direction), and adding two bus rapid transit only lanes (one in each direction).	Beyond 2050	-
B- Road & Highway Capacity	Sunset Boulevard Extension	Sunset Boulevard, from Fiddyment Road to City of Roseville: Construct 2-lane road	Beyond 2050	$5,400,000
B- Road & Highway Capacity	Sunset Boulevard Widening (Phase 2B)	Sunset Boulevard, from Cincinnati Avenue to Foothills Boulevard: Widen from 4 to 6 lanes (includes bridge modification)	Beyond 2050	$21,000,000

CATEGORY	*TITLE*	*PROJECT DESCRIPTION*	*RECOMMEND-ED YEAR*	*COST IN 2024 DOLLARS*
B- Road & Highway Capacity	Town Center Avenue (Phase 5)	Town Center Avenue, from Wild Poppy Road to Dyer Lane): Construct 2-lane road	Beyond 2050	$7,500,000
B- Road & Highway Capacity	Town Center Drive (Phase 6)	Town Center Drive, from Dyer Lane to Sacramento County Line: Construct 2-lane road	Beyond 2050	$7,500,000
B- Road & Highway Capacity	Trade Center Road (4-lane)	Trade Center Road, from Baseline Road to Marketplace Drive: Widen from 2 to 4 lanes	Beyond 2050	$1,200,000
B- Road & Highway Capacity	Union Oaks Drive (Phase 2)	Union Oaks Drive, from Wild Poppy Road to Palladay Road: Construct 2-lane road	Beyond 2050	$5,400,000
B- Road & Highway Capacity	University Blvd	University Boulevard, construct 4 lanes from Ca	Beyond 2050	$8,000,000
B- Road & Highway Capacity	Watt Avenue Widening (6-lane)	Watt Avenue, from Baseline Road to Sacramento County line: Widen from 4 to 6 lanes (including the Watt at Dry Creek bridge)	Beyond 2050	$55,000,000
B- Road & Highway Capacity	Horseshoe Bar Road Widening	Widen Horseshoe Bar Road to four lanes from the I-80 eastbound ramps to approximately 1,500 feet to the south, including standard lane widths and shoulders and a pedestrian pathway.	Beyond 2050	$1,300,000
B- Road & Highway Capacity	I-80/Horseshoe Bar Road Interchange Modification	Widen Horseshoe Bar Road at the I-80 overcrossing to four lanes and improve ramps and ramp intersections.	Beyond 2050	$30,000,000
B- Road & Highway Capacity	Swetzer Road Extension	Construct a new two-lane collector street from the King Road/Swetzer Road intersection to Sierra College Boulevard north of the UPRR tracks.	Beyond 2050	$12,500,000
B- Road & Highway Capacity	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR 65 east to SR 49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes) (PM R4.160-17.374)		$200,000,000
B- Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Construct a 4-lane expressway from Raccoon Creek to Sheridan.	Beyond 2050	$55,000,000
E - Transit Capital	UP Over/Under Crossing	Build over/undercrossing at UPRR crossing of Sierra College Boulevard	Post 2050	$30,000,000
G- System Management, Operations, and ITS	SR 49 Safety Corridor Improvements	SR 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	Beyond 2050	-
G- System Management, Operations, and ITS	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	In Placer County on Route 267 at Brockway Road and Pla 267. Add aux lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	Beyond 2050	$2,160,000
G- System Management, Operations, and ITS	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn Street and Central Street. Intersection Improvements (possible roundabout)	Beyond 2050	$5,000,000
G- System Management, Operations, and ITS	In Placer County on Route 80 in the City of Auburn from Ophir Road to Elm Avenue.	In Placer County on Route 80 in the City of Auburn from Ophir Road to Elm Avenue. Improve short weave.	Beyond 2050	$7,000,000

CATEGORY	TITLE	PROJECT DESCRIPTION	RECOMMEND-ED YEAR	COST IN 2024 DOLLARS
	Improve short weave.			
B- Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	Beyond 2050	$60,000,000
B- Road & Highway Capacity	Boyington Road Extension	Construct a new two-lane collector street from the King Road/Boyington Road intersection to Horseshoe Bar Road.	Beyond 2050	$3,800,000
B- Road & Highway Capacity	Parallel Road	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2-lane road. Name of road shall be determined in the future.	Beyond 2050	$12,244,300
B- Road & Highway Capacity	Rocklin Road Widening	In Loomis, Rocklin Road from Barton Road to west town limits: widen from 2 to 4 lanes.	Beyond 2050	$1,200,000
B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, including Bridge of UPRR.	Beyond 2050	$2,000,000
B- Road & Highway Capacity	Nicolaus Road	Widen Nicolaus Road 1 lane from Airport Road to Aviation Boulevard.	Beyond 2050	$3,999,142
B- Road & Highway Capacity	Aviation Boulevard Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Drive to terminus 0.5 mile north of Venture Drive.	Beyond 2050	$15,531,253
B- Road & Highway Capacity	Lincoln Boulevard Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR 65 to Twelve Bridges Drive.	Beyond 2050	$4,233,719
B- Road & Highway Capacity	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Boulevard South; 2 to 4 lanes from Del Webb Boulevard South to Twelve Bridges	Beyond 2050	$8,992,396
B- Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	Beyond 2050	$11,000,000
B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Boulevard to Whitney Oaks Drive.	Beyond 2050	$12,428,000
B- Road & Highway Capacity	Rocklin Road Widening A	In Rocklin, Rocklin Road from Aguilar Road/EB I-80 on-ramps to Sierra College Boulevard: widen from 4 to 6 lanes.	Beyond 2050	$1,534,000
B- Road & Highway Capacity	Placer Parkway Phase 4	New 4-lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (at Sankey Road) to Santucci Boulevard. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	Beyond 2050	$295,000,000
B- Road & Highway Capacity	Sierra College Boulevard Widening - Segment A	Widen Sierra College Boulevard (within Loomis) to 6 lanes between Granite Drive and Taylor Road.	Beyond 2050	$3,100,000
B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	Beyond 2050	$22,000,000
B- Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	Beyond 2050	$3,500,000
B- Road & Highway Capacity	Joiner Parkway	Widen: 6 lanes from Ferrari Ranch Road to Moore Road.	Beyond 2050	$7,001,921
B- Road & Highway Capacity	Ferrari Ranch Road	Widen Ferrari Ranch Road from 2 to 4 lanes from 0.2 mile west of Ingram Pkwy to 0.1 mile north of SR 193	Beyond 2050	$5,412,211
B- Road & Highway Capacity	King Road Interchange	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for	Beyond 2050	$500,000

CATEGORY	*TITLE*	*PROJECT DESCRIPTION*	*RECOMMEND-ED YEAR*	*COST IN 2024 DOLLARS*
	Modification and Auxiliary Lane	traffic from King Road onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.		
G- System Management, Operations, and ITS	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	Beyond 2050	$25,000,000
B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Highway between Fiddyment Road and Santucci Boulevard. Includes signalized intersections at Santucci Boulevard.	Beyond 2050	$85,000,000
B- Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	Beyond 2050	$9,249,021
G- System Management, Operations, and ITS	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Road to standard lane widths. Includes: bike lanes.	Beyond 2050	$100,000
B- Road & Highway Capacity	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	Beyond 2050	$1,000,000
B- Road & Highway Capacity	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Road to 1.0 mile east of Dowd Road	Beyond 2050	$2,809,772
B- Road & Highway Capacity	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 mile east of Dowd Road to existing Nelson Lane	Beyond 2050	$7,954,197
B- Road & Highway Capacity	Nelson Lane Interchange	Interchange at Nelson Lane and SR 65	Beyond 2050	$40,600,000
B- Road & Highway Capacity	Fiddyment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddyment Road across Orchard Creek	Beyond 2050	$4,350,000
B- Road & Highway Capacity	Oak Tree Lane Auburn Ravine Bridge	Construct 2-lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	Beyond 2050	$7,975,000
B- Road & Highway Capacity	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 2 lanes between Virginiatown Road and Fox Lane	Beyond 2050	$1,332,543
G- System Management, Operations, and ITS	Ferrari Ranch Road Phase II Interchange	Ferrari Ranch Road interchange improvements	Beyond 2050	$4,241,250
B- Road & Highway Capacity	Ferrari Ranch Road	Widen Ferrari Ranch Road from Caledon Circle East to SR 65 Interchange, lane reconfiguration for 1 one additional lane	Beyond 2050	$1,961,358
B- Road & Highway Capacity	Dyer Lane Widening	Widen Dyer Lane from Baseline Road at Brewer Road to Baseline Road near Fiddyment from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	Beyond 2050	$10,025,700
B- Road & Highway Capacity	Fiddyment Road Expansion	Widen Fiddyment Road to 6 lanes from Moore Road to Athens Avenue	Beyond 2050	$24,990,495
B- Road & Highway Capacity	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Drive to Bella Breeze.	Beyond 2050	$2,519,661
E - Transit Capital	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax and Davis (Total Cost: $120,720,000)	Post 2050	$9,647,942

SOURCE: PCTPA, 2025.

The total cost for Tier I projects identified in the 2050 RTP is $5.5 billion (in 2024 dollars) or $8.5 billion in Year of Expenditure (YOE) dollars. The total cost for Tier II projects identified in the 2050 RTP is $2.2 billion.

2.4 USES OF THE EIR AND REQUIRED AGENCY APPROVALS

This Supplemental EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the 2050 RTP.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

The PCTPA is the lead agency for the 2050 RTP. The 2050 RTP will be presented to PCTPA's Board for comment, review, and recommendations. The PCTPA Board has the sole discretionary authority to adopt the 2050 RTP. In order to approve the 2050 RTP, the PCTPA Board would consider the following actions:

- Certification of the 2050 Regional Transportation Plan Supplemental EIR;
- Adoption of required CEQA findings for the above action;
- Adoption of a Mitigation Monitoring and Reporting Program; and
- Adoption of the 2050 Regional Transportation Plan.

Subsequent Use of the EIR

This Supplemental EIR provides a review of environmental effects associated with implementation of the 2050 RTP. Agencies considering approval of subsequent activities under the 2050 RTP project would utilize this Supplemental EIR as the basis in determining potential environmental effects and the appropriate level of environmental review of a subsequent activity.

PCTPA and jurisdictions within the PCTPA's jurisdiction, including Caltrans District 3, Placer County, the Cities of Roseville, Rocklin, Lincoln, Auburn, Colfax, and the Town of Loomis, may perform or consider the following subsequent activities to implement the 2050 RTP:

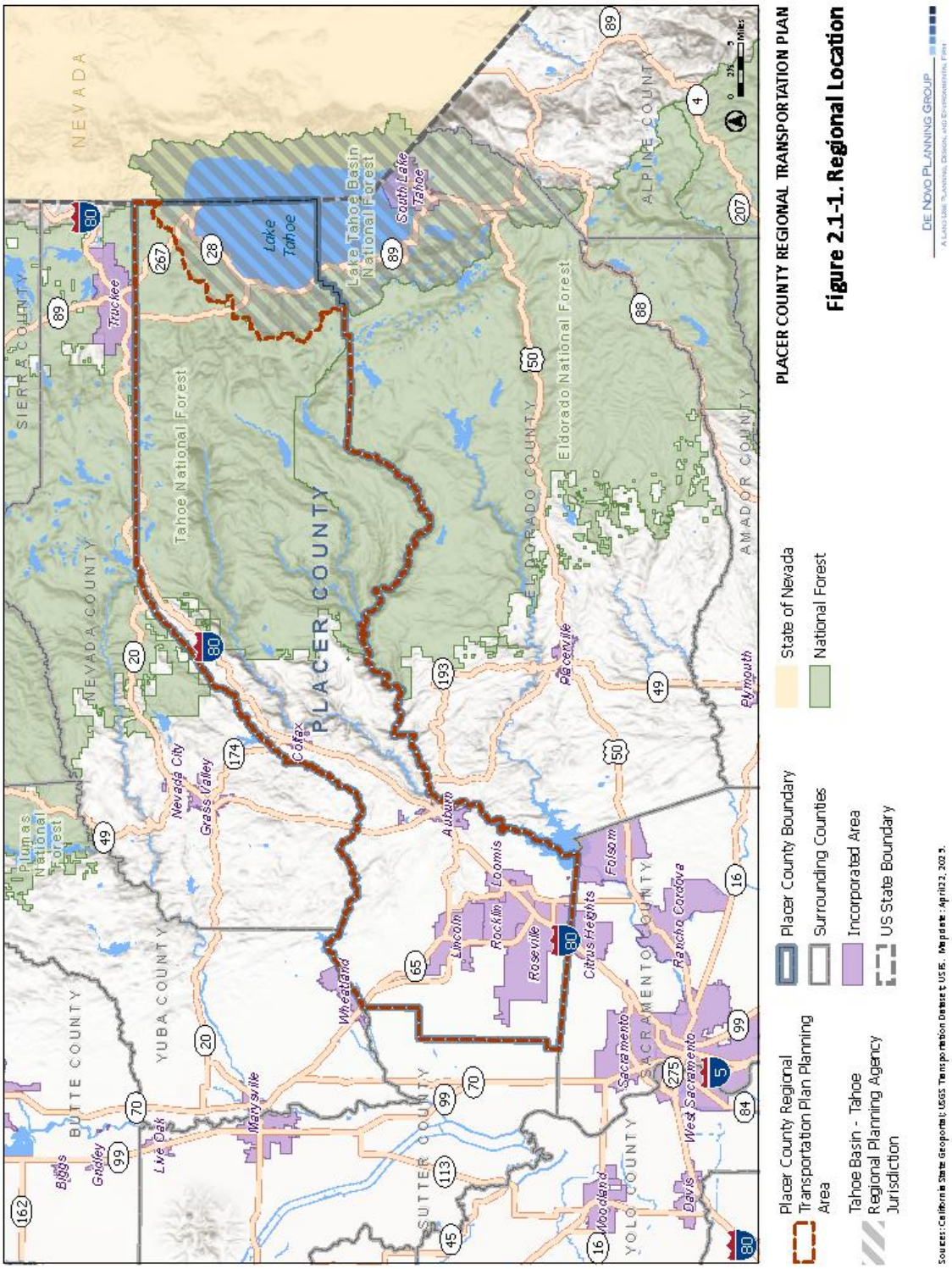
- Tier off of this EIR for project-level environmental analysis;
- Further focused feasibility, planning and design studies;
- Various fee and financing programs; and
- Carrying out various infrastructure improvement projects.

OTHER GOVERNMENTAL AGENCY APPROVALS

PCTPA approval of the 2050 RTP would not require any actions by other public agencies. Subsequent infrastructure projects and other actions to support implementation of the 2050 RTP would require actions, including permits and approvals, by other public agencies that may include, but are not necessarily limited to:

- California Department of Fish and Wildlife (CDFW) approval of potential future streambed alteration agreements, pursuant to Fish and Game Code. Approval of any future potential take of state-listed wildlife and plant species covered under the California Endangered Species Act.
- California Department of Transportation (Caltrans) approval of projects and encroachment permits for projects affecting state highway facilities.

- Central Valley Flood Protection Board (CVFPB) approval for any construction activities within the tributaries or distributaries of the Sacramento River or designated floodways.
- Regional Water Quality Control Board (RWQCB) approval for National Pollution Discharge Elimination System compliance, including permits and Storm Water Pollution Prevention Plan approval and monitoring.
- U.S. Army Corps of Engineers (USACE) approval of any future wetland fill activities, pursuant to the Clean Water Act.
- U.S. Fish and Wildlife Service (USFWS) approvals involving any future potential take of federally listed wildlife and plant species and their habitats, pursuant to the Federal Endangered Species Act.
- U.S. Forest Service (USFS) approvals for transportation infrastructure that may cross or access National Forest land within Placer County.


PLACER COUNTY REGIONAL TRANSPORTATION PLAN
Figure 2.1-1. Regional Location
DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM
NEVADA
PLACER COUNTY
NEVADA COUNTY
SIERRA COUNTY
BUTTE COUNTY
YUBA COUNTY
SUTTER COUNTY
YOLO COUNTY
SACRAMENTO COUNTY
EL DORADO COUNTY
ALPINE COUNTY
AMADOR COUNTY
Tahoe National Forest
Lake Tahoe Basin National Forest
Eldorado National Forest
Plumas National Forest
Lake Tahoe
South Lake Tahoe
Truckee
Nevada City
Grass Valley
Colfax
Auburn
Placerville
Ely mouth
Wheatland
Lincoln
Rocklin
Loomis
Roseville
Folsom
Citrus Heights
Rancho Cordova
Sacramento
West Sacramento
Davis
Woodland
Marysville
Live Oak
Gridley
Biggs
State of Nevada
National Forest
Placer County Boundary
Surrounding Counties
Incorporated Area
US State Boundary
Placer County Regional Transportation Plan Planning Area
Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction
Miles

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This section provides an overview of the visual character, scenic resources, views, scenic highways, and sources of light and glare that are encountered throughout Placer County. This section concludes with an evaluation of the impacts and recommendations for mitigating impacts. No comments were received during the public review period or scoping meeting regarding this topic.

3.1.1 ENVIRONMENTAL SETTING

CONCEPTS AND TERMINOLOGY

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (Federal Highway Administration 1983). Scenic quality can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area (U.S. Bureau of Land Management 1980). Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, number of views seen, distance of the viewers, and viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular viewshed. These terms and criteria are described in detail below.

Visual Character

Natural and artificial landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character can vary significantly seasonally, even hourly, as weather, light, shadow, and elements that compose the viewshed change. The basic components used to describe visual character for most visual assessments are the elements of form, line, color, and texture of the landscape features (U.S. Forest Service 1974; Federal Highway Administration 1983). The appearance of the landscape is described in terms of the dominance of each of these components.

Visual Quality

Visual quality is evaluated using the well-established approach to visual analysis adopted by Federal Highway Administration, employing the concepts of vividness, intactness, and unity (Federal Highway Administration 1983), which are described below.

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.
- Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural landscapes, and in natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity, as modified by visual sensitivity. High-quality views are highly vivid, relatively intact, and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity.

Viewer Exposure and Sensitivity

The measure of the quality of a view must be tempered by the overall sensitivity of the viewer. Viewer sensitivity or concern is based on the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and type and expectations of individuals and viewer groups.

The importance of a view is related, in part, to the position of the viewer to the resource; therefore, visibility and visual dominance of landscape elements depend on their placement within the viewshed. A viewshed is defined as all the surface area visible from a particular location (e.g., an overlook) or sequence of locations (e.g., a roadway or trail) (Federal Highway Administration 1983). To identify the importance of views of a resource, a viewshed must be broken into distance zones of foreground, middle ground, and background. Generally, the closer a resource is to the viewer, the more dominant it is and the greater its importance to the viewer. Although distance zones in a viewshed may vary between different geographic region or types of terrain, the standard foreground zone is 0.25–0.5 mile from the viewer, the middle ground zone is from the foreground zone to 3–5 miles from the viewer, and the background zone is from the middle ground to infinity (U.S. Forest Service 1974).

Visual sensitivity depends on the number and type of viewers and the frequency and duration of views. Visual sensitivity is also modified by viewer activity, awareness, and visual expectations in relation to the number of viewers and viewing duration. For example, visual sensitivity is generally higher for views seen by people who are driving for pleasure, people engaging in recreational activities such as hiking, biking, or camping, and homeowners. Sensitivity tends to be lower for views seen by people driving to and from work or as part of their work (U.S. Forest Service 1974; Federal Highway Administration 1983; U.S. Soil Conservation Service 1978). Commuters and non-recreational travelers have generally fleeting views and tend to focus on commute traffic, not on surrounding scenery; therefore, they are generally considered to have low visual sensitivity. Residential viewers typically have extended viewing periods and are concerned about changes in the views from their homes; therefore, they are generally considered to have high visual sensitivity. Viewers using recreation trails and areas, scenic highways, and scenic overlooks are usually assessed as having high visual sensitivity.

Judgments of visual quality and viewer response must be made based in a regional frame of reference (U.S. Soil Conservation Service 1978). The same landform or visual resource appearing in different geographic areas could have a different degree of visual quality and sensitivity in each setting. For example, a small hill may be a significant visual element on a flat landscape but have very little significance in mountainous terrain.

EXISTING CONDITIONS

Visual Character

Placer County encompasses an area that includes a portion of California's vast agricultural heartland to the west, and the Sierra Nevada Mountain Range to the east. Built-up communities within the County are surrounded by agricultural and rural lands. The density and intensity of development varies, with most of the higher density development located in or near the incorporated cities and unincorporated urban communities. Incorporated jurisdictions within Placer County include the cities of Roseville, Rocklin, Lincoln, Colfax, and Auburn, and the town of Loomis. The projects that would be developed as part of the 2050 RTP are located on state highways, regionally significant roads, local streets, railroad rights-of-way, and public lands.

The County contains a combination of urban, suburban, and rural areas with a long history of agricultural activities. The County's lowlands in the west include significant portions of agriculturally productive lands and include most of the County's population within existing suburban developments. However, the majority of the 1,503 square miles within the County is high elevation terrain. The County's foothills area lies in between these two extremes. Except for the primary built-up areas, the County has a predominantly rural character. The Sierra portion of the County is heavily wooded, home to a wide range of wildlife and landscapes. Portions of major highways are located at a higher elevation than surrounding lands for flood protection, providing motorists with views of the surrounding terrain.

Scenic Views and Resources

Visual resources are generally classified into two categories: scenic views and scenic resources. Scenic views are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. They are usually mid-ground or background elements of a viewshed that can be seen from a range of viewpoints, often along a roadway or other corridor. Scenic resources are specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and historic buildings. They are specific features that act as the focal point of a viewshed and are usually foreground elements.

Aesthetically significant features occur in a diverse array of environments within the region, ranging in character from urban centers to rural agricultural lands to natural woodlands. The extraordinary range of visual features in the region is afforded by the mixture of climate, topography, and flora and fauna found in the natural environment, and the diversity of style, composition, and distribution of the built environment.

From a regional perspective, views of the foothills and mountains of the Sierra Nevada are considered valuable visual resources. Natural features throughout the County include mountainous terrain, pine forests, waterways, riparian habitat, wildlife habitat and wetlands, and hillsides. Natural features of the County are clustered in the eastern half of the County. County policies specify that these natural features, as elements of the visual environment, should be protected from unwarranted or premature urban encroachment.

Features of the built environment that may also have visual significance include individual or groups of structures that are distinctive due to their aesthetic, historical, social, or cultural significance or characteristics. Examples of the visually significant built environment may include bridges or overpasses, architecturally appealing buildings or groups of buildings, landscaped freeways, and a location where a historic event occurred.

Scenic Highways and Corridors

SCENIC HIGHWAYS

A scenic highway is generally defined by Caltrans as a public highway that traverses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. Placer County has also designated scenic routes as valuable in enhancing the recreational experience for County residents and non-residents.

As presented in Table 3.1-1, within Placer County there are three Eligible State Scenic Highways. Although these scenic highways are classified as Eligible State Scenic Highways, they are not Officially Designated Scenic Highways.

TABLE 3.1-1: PLACER COUNTY ELIGIBLE STATE SCENIC HIGHWAYS – NOT OFFICIALLY DESIGNATED

HIGHWAY	*LOCATION*	*LENGTH*
State Route 49	From Interstate 80 to the Placer County Line	8.0 miles
Interstate 80	Near the towns of Big Bend and Troy, from the Nevada County Line	6.9 miles
State Route 89	From the Placer County Line	9.4 miles

SOURCE: CALIFORNIA DEPARTMENT OF TRANSPORTATION, 2015.

SCENIC CORRIDORS

A scenic corridor is the view from the road that may include a distant panorama and/or the immediate roadside area. A scenic corridor encompasses the outstanding natural features and landscapes that are considered scenic. It is the visual quality of the man-made or natural environments within a scenic corridor that are responsible for its scenic value. Commonly, the physical limits of a scenic corridor are broken down into foreground views (zero to one quarter mile) and distant views (over one quarter mile). In addition to distinct foreground and distant views, the visual quality of a scenic corridor is defined by special features, which include:

- Focal points - prominent natural or man-made features which immediately catch the eye.

- Transition areas - locations where the visual environment changes dramatically.
- Gateways - locations which mark the entrance to a community or geographic area.

VALUE OF SCENIC HIGHWAYS AND CORRIDORS

Scenic corridors make major contributions to the quality of life enjoyed by the residents and visitors of Placer County. The development of community pride, the enhancement of property values, and the protection of aesthetically-pleasing open spaces reflecting a preference for the rural lifestyle are all ways in which scenic corridors are valuable to County residents.

Scenic highways and their associated corridors also strengthen the tourist industry. For many visitors, highway corridors will provide their only experience of a community. Enhancement and protection of these corridors ensures that the tourist experience continues to be a positive one and, consequently, provides support for the tourist-related activities of the County's economy.

Scenic Water Resources and Wild and Scenic Rivers

Water resources are important visual resources that draw tourists to the area for recreational opportunities. The most visually significant water bodies in the area are Folsom Lake and the north and middle forks of the American River. A portion of the Lake Tahoe basin also exists within Placer County, although it is outside of PCTPA's planning jurisdiction.

WILD AND SCENIC RIVERS

Federal agencies have jurisdiction, under the Wild and Scenic Rivers Act, to designate rivers or river sections to "be preserved in free-flowing condition and…protected for the benefit and enjoyment of present and future generations." The north fork of the American River is designated under the National Wild and Scenic Rivers System.

3.1.2 REGULATORY SETTING

FEDERAL

The Wild and Scenic Rivers Act

The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 U.S.C. 1271 et seq.) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. The Wild and Scenic Rivers Act authorized the Secretary of the Interior and the Secretary of Agriculture to study areas and submit proposals to the President and Congress for addition to the system. It describes procedures and limitations for control of lands in Federally administered components of the system and for dealing with disposition of lands and minerals under Federal ownership. Rivers are classified as wild, scenic or recreational, and hunting and fishing are permitted in components of the system under applicable Federal and State laws.

STATE

California Scenic Highway Program

The intent of the California Scenic Highway Program is "to protect and enhance California's natural scenic beauty and to protect the social and economic values provided by the state's scenic resources." Caltrans administers the program, which was established in 1963, and is governed by the California Streets and Highways Code §260 et seq. The goal of the program is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of the adjacent land. Caltrans has compiled a list of state highways that are designated as scenic and county highways that are officially designated or eligible for designation as scenic. As presented in Tables 3.1-1, within Placer County there are three Eligible State Scenic Highways.

Scenic highway designation can provide several types of benefits to the region. Scenic areas are protected from encroachment of inappropriate land uses, free of billboards, and are generally required to maintain existing contours and preserve important vegetative features. Only low-density development is allowed on steep slopes and along ridgelines on scenic highways, and noise setbacks are required for residential development.

LOCAL

City and County General Plans

Placer County and its incorporated cities/town have adopted policies within their General Plans that address aesthetic resources. These policies are included within their various Land Use, Community Character, Natural Resources, Cultural Resources, and Community Design Elements. The following General Plans exist within Placer County under the jurisdiction of the PCTPA:

- County of Placer General Plan
- City of Roseville General Plan
- City of Rocklin General Plan
- City of Lincoln General Plan
- City of Auburn General Plan
- City of Colfax General Plan
- Town of Loomis General Plan

The Tahoe Regional Planning Agency (TRPA) planning area encompasses the Lake Tahoe basin, a portion of which is within Placer County. The General Plans that exist under TRPA jurisdiction are the:

- West Shore Area General Plan
- Tahoe City Area General Plan
- North Tahoe Community Plan

3.1.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on aesthetics if it will:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Generally, the greater the change from existing conditions, the more significant the impact. For example, the construction of a new interchange usually has a greater impact on the surrounding scenic area than the modification of an existing one. Likewise, the construction of a new roadway generally has a greater impact on scenic resources than the widening of an existing one. Road widening, however, can have significant local impacts especially when requiring the removal of trees and other important landscape buffers, or when construction of noise barriers or other visual impediments is necessary.

METHODOLOGY

The exact individual locations of each RTP improvement project are not known and was therefore not physically surveyed or photo-documented as part of this program-level review. As the individual improvement projects are designed and the exact location of the improvements is known there will be a project-level review that will include an evaluation of the site-specific visual resources and potential impacts, and site-specific design and mitigation measures.

IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Substantial adverse effects on scenic vistas (less than significant)

There is one officially designated vista point with PCTPA jurisdiction, in the northwest portion of Placer County, along I-80 at Emigrant Gap. However, there are no modifications scheduled within the 2050 RTP that would have an impact on the vista point. Therefore, the 2050 RTP would not have any impact on a scenic vista. Therefore, there is a ***less than significant*** impact.

Impact 3.1-2: Substantial adverse effects on scenic resources or substantial degradation of visual character (less than significant with mitigation)

Views of scenic resources, including scenic water resources, and other scenic resources in the County are available from highways and roadways, including scenic roads and corridors, throughout the County. Improvements to existing infrastructure, such as roadway widening, bridge replacements, signal installation, road rehabilitation, runway resurfacing, and runway improvements, may result in modification of the foreground of the various scenic viewsheds throughout the County. There is also potential for the RTP projects, such as new roadways and bridges, to affect scenic resources or degrade the visual character of the area. Examples would include RTP projects that are located adjacent to a broad viewshed such as the mountain ranges, valleys, ridgelines, or water bodies along roadways, or adjacent to the focal point of the forefront of the broad viewshed, such as visually important trees, rocks, or historic buildings. An impact would occur if a project would change the view to the middle ground or background elements of the broad viewshed, or remove the visually important trees, rocks, or historic buildings in the foreground.

While RTP projects are not anticipated to significantly disrupt mid-ground or backdrop views of viewsheds, they have not yet been designed and may involve features, such as soundwalls, grading, or structures that may disrupt views. The RTP projects may involve removal of trees or other visually significant features, or may result in development that would cause an intermittent interruption in views to users of the highways, roadways, and other components of the transportation system. The RTP projects could also convert areas of open space to developed uses, resulting in a permanent change in views.

While each jurisdiction in which the improvements may be located has policies related to the protection of scenic resources and views, the potential remains for removal of scenic features, particularly those that would be in the foreground of scenic viewsheds and vistas. This impact is potentially significant. Mitigation Measures 3.1-1 and 3.1-2 require projects to include design measures to avoid or reduce removal of scenic features and scenic views. Implementation of Mitigation Measures 3.1-1 and 3.1-2 would reduce the impact to a ***less than significant*** level.

MITIGATION MEASURE

Mitigation Measure 3.1-1: *The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:*

- *Design transportation systems in a manner where the surrounding landscape dominates.*
- *Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material).*
- *Design transportation systems such that landscape vegetation blends in and complements the natural landscape.*
- *Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design.*

- *Design grades to blend with the adjacent landforms and topography.*

Mitigation Measure 3.1.2*: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.*

If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.

If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.

Impact 3.1-3: Creation of new sources of light and glare (less than significant with mitigation)

There is a potential for RTP projects to create new sources of light and glare near sensitive receptors. Examples would include projects that require the new roadway lighting, lit signs, and/or construction lighting. While the County and incorporated communities have policies regarding visual resources, there is not a consistent approach to restrictions on sources of lighting and glare. As a result, RTP projects may result in increased lighting and glare. This impact is potentially significant. The following mitigation measure would require lighting that is directed downward and away from adjacent sensitive land uses, installation of shields to avoid light spillage, and installation of dense landscaping to block light from sensitive land uses where necessary. Implementation of the Mitigation Measure 3.1-3 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.1-3: *The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:*

- *Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.*
- *Luminaries will be directed away from habitat and open space areas adjacent to the project site.*

- *Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.*
- *Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes.*
- *Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.*

This section provides an overview of the agricultural and forest economy, production and values, soils, and the important farmland mapping program. This section concludes with an evaluation of the impacts and recommendations for mitigating impacts. This EIR provides an environmental setting that describes the agricultural resources and productivity of the region, including prime farmland, farmland of statewide importance, and Williamson Act contracts.

3.2.1 ENVIRONMENTAL SETTING

AGRICULTURAL AND FOREST CONTRIBUTION TO PLACER COUNTY

Placer County is divided into three agricultural regions—the valley, foothills, and timber lands. The valley region has rich alluvial soils and is the location of most of the County's intensive agriculture. The foothill region consists mostly of grazing lands, with limited crop production. The timber lands consist of timber harvesting and recreation. Figure 3.2-1 illustrates the timber production zones within Placer County. The timber production zones are mostly located in the eastern and northern portions of Placer County, specifically near the forested and mountainous areas such as the Tahoe Basin.

Although Placer County farms make up less than two percent of California's farms,[1] agricultural land uses are a major component of the western side of the County's resource land base. They are also a major element in defining the quality of life available to the residents of Placer County. Total farmland comprises roughly 15 percent of the County's land area, down from 32.5 percent in 1950.[2] According to the 2022 Census of Agriculture Profile of Placer County, farmland acreage decreased approximately 28 percent from 2017. Larger farms, primarily growing rice and raising livestock, are in the westernmost portion of the County. Small family farms, mostly located at higher elevations in the foothills, are utilizing direct marketing options such as farmers markets and roadside stands.

Agricultural Production and Value

Placer County's total market value of agricultural crops and products sold in 2022 was $51,386,000.[3] This represents a decrease of $3,282,085 or 6 percent below 2017's value of $54,668,085. In 2022, Placer County's top producing livestock and poultry product was "cattle and calves" with a value of $12,294,000. Then "sheep, goats, wool, mohair, milk" stock was second in total value at $1,491,000 followed by "horses, ponies, mules, burros, donkeys" with total value of $764,000.

[1] United States Department of Agriculture, 2023. 2022 Census of Agriculture of California and Placer County. Available at: https://www.nass.usda.gov/AgCensus/. Accessed April 2025.
[2] Shawn King and Gail Feenstra UC Sustainable Agriculture Research & Education Program UC Davis October 3, 2001
[3] United States Department of Agriculture, 2023. 2022 Census of Agriculture of California and Placer County. Available at: https://www.nass.usda.gov/AgCensus/. Accessed April 2025.

In 2022, "fruits, tree nuts, berries" were Placer County's top grossing crop with a value of $10,703,000. Then "grains, oilseeds, dry beans, dry peas" stock was second in total value at $8,925,000 followed by "nursery, greenhouse, floriculture, sod" with total value of $7,135,000. Table 3.2-1 lists the top five crop commodities in Placer County in 2022.

TABLE 3.2-1: SUMMARY TOP FIVE CROPS IN PLACER COUNTY IN 2022 BY VALUE

PRODUCT	*2022*
Fruits, Tree Nuts, and Berries	$10,703,000
Grains, Oilseeds, Dry Beans, and Dry Peas	$8,925,000
Nursery, Greenhouse, Floriculture, and Sod	$7,135,000
Vegetables, Melons, Potatoes, and Sweet Potatoes	$1,810,000
Other Crops and Hay	$949,000

SOURCE: 2022 UNITED STATES CENSUS OF AGRICULTURE, COUNTY PROFILE: PLACER COUNTY

Forest Lands in Placer County

The combination of ample rainfall, a long growing season, and deep soils result in good growing conditions for mixed conifer forest in Placer County. These timber resources are primarily located in the eastern portions of the County at elevations between approximately 2,200 and 6,200 feet. The major vegetation community associated with timberlands in Placer County is westside mixed conifer (Sierra mixed conifer), which is dominated by sugar pine, ponderosa pine, Douglas fir, white fir, and incense cedar.

Timberlands occur on both public and private lands. Some logging occurs in the areas managed by the US Forest Service within the National Forests. Timber harvests on private lands are primarily regulated by the California Department of Forestry and Fire Protection (CAL FIRE) through the timber harvesting plan review process.

Important Farmlands

The Farmland Mapping and Monitoring Program (FMMP) is a farmland classification system administered by the California Department of Conservation. Important farmland maps are based on the Land Inventory and Monitoring criteria, which classify a land's suitability for agricultural production based on both the physical and chemical characteristics of soils, and the actual land use. The system maps five categories of agricultural land, which include important farmlands (prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance) and grazing land, as well as three categories of non-agricultural land, which include urban and built-up land, other land, and water area.

IMPORTANT FARMLANDS IN PLACER COUNTY

Data from Department of Conservation for 2020 indicates that within the County, Prime Farmland encompassed approximately 1.8 percent of total county agricultural land. The remaining agricultural land comprises Farmland of Statewide Importance (1.0 percent), Unique Farmland (4.7 percent), Farmland of Local Importance (21.7 percent), and Grazing Land (8.0 percent). The types and acreages of farmland totals for 2020 are shown below in Table 3.2-2. Figure 3.2-2 illustrates the Important Farmlands located within the County.

TABLE 3.2-2: PLACER COUNTY FARMLANDS AND OTHER LANDS BY LAND USE CATEGORY

LAND USE CATEGORY	*TOTAL ACREAGE 2020*	*% OF SURVEYED FARMLAND 2020*	*% OF TOTAL COUNTY LAND*
Prime Farmland	7,296	1.8%	0.76%
Farmland of Statewide Importance	4,002	1.0%	0.42%
Unique Farmland	19,383	4.7%	2.02%
Farmland of Local Importance	89,213	21.7%	9.27%
IMPORTANT FARMLAND SUBTOTAL	119,894	29.1%	12.46%
Grazing Land	32,964	8.0%	3.43%
AGRICULTURAL LAND SUBTOTAL	152,858	37.2%	15.89%
Urban and Built-up Land	63,079	15.3%	6.56%
Other Land	190,425	46.3%	19.80%
Water Area	5,011	1.2%	0.52%
TOTAL AREA INVENTORIED	411,371	100.0%	42.77%
Total County Land Area	**961,920**	--	

SOURCE: CA DEPARTMENT OF CONSERVATION, FARMLAND MAPPING AND MONITORING PROGRAM, TABLE A-24, 2018-2020.

Definitions of these types of farmlands are provided below:

PRIME FARMLAND

Prime farmland is farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

FARMLAND OF STATEWIDE IMPORTANCE

Farmland of statewide importance is farmland with characteristics like those of prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

UNIQUE FARMLAND

Unique farmland is farmland of lesser quality soils used to produce the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

FARMLAND OF LOCAL IMPORTANCE

Farmland of local importance is land of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

GRAZING LAND

Grazing land is land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

URBAN AND BUILT-UP LAND

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

OTHER LAND

Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded by urban development and greater than 40 acres is mapped as Other Land.

WATER

Water is considered perennial water bodies with an extent of at least 40 acres.

3.2.2 REGULATORY SETTING

FEDERAL

Farmland Protection Policy Act

The Farmland Protection Policy Act (FPPA) is intended to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. It ensures that, to the extent practicable, federal programs are compatible with state and local units of government as well as private programs and policies to protect farmland. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for crop production. In fact, the land can be forest land, pastureland, cropland, or other land but does not include water bodies or land developed for urban land uses (i.e., residential, commercial, or industrial uses).

The Natural Resource Conservation Service (NRCS) administers the Farmland Protection Program. NRCS uses a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of Federally funded and assisted projects. This score is used

as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. The assessment is completed on form AD-1006, Farmland Conversion Impact Rating. The sponsoring agency completes the site assessment portion of the AD-1006, which assesses non-soil related criteria such as the potential for impact on the local agricultural economy if the land is converted to non-farm use and compatibility with existing agricultural use.

STATE

Williamson Act

The California Land Conservation Act of 1965, commonly known as the Williamson Act, was established based on numerous State legislative findings regarding the importance of agricultural lands in an urbanizing society. Policies emanating from those findings include those that discourage premature and unnecessary conversion of agricultural land to urban uses and discourage discontinuous urban development patterns, which unnecessarily increase the costs of community services to community residents.

The Williamson Act authorizes each county to establish an agricultural preserve. Land that is within the agricultural preserve is eligible to be placed under a contract between the property owner and county that would restrict the use of the land to agriculture in exchange for a tax assessment that is based on the yearly production yield. The contracts have a 10-year term that is automatically renewed each year, unless the property owner requests a non-renewal or the contract is cancelled. If the contract is cancelled the property owner is assessed a fee of up to 12.5 percent of the property value.

Acreage within Placer County under Williamson Act contracts is shown in Table 3.2-3.

TABLE 3.2-3: TOTAL REPORTED ENROLLMENT FARMLAND SECURITY ZONE AND LAND CONSERVATION ACT

CATEGORY	*PRIME ACREAGE*	*TOTAL ACREAGE*
Land Conservation Act* (Williamson Act)	2,281	33,052
Farmland Security Zone*	51	1,645

SOURCE: PLACER COUNTY GENERAL PLAN AGRICULTURAL BACKGROUND REPORT (2024)

*NOTE: * TOTALS INCLUDE BOTH CONTINUING TERM AND NONRENEWAL CONTRACTS.*

Farmland Security Zones

In 1998 the state legislature established the Farmland Security Zone (FSZ) program. FSZs are like Williamson Act contracts, in that the intention is to protect farmland from conversion. The main difference however, is that the FSZ must be designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The term of the contract is a minimum of 20 years. The property owners are offered an incentive of greater property tax reductions when compared to the Williamson Act contract tax incentives; the incentives were developed to encourage conservation of prime farmland through FSZs. The non-renewal and cancellation procedures are like those for Williamson Act contracts.

Acreage within Placer County under the FSZ program and Land Conservation Act is shown in Table 3.2-3.

Land Evaluation and Site Assessment Model

The California Department of Conservation has developed the California Agricultural Land Evaluation and Site Assessment (LESA) model to evaluate agricultural quality of specific sites to assist in determining the significance of agricultural lands. The LESA model considers six different factors. Two Land Evaluation factors are based upon measures of soil resource quality. Four Site Assessment factors provide measures of a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, each of these factors is separately rated on a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project, with a maximum attainable score of 100 points. It is this project score that becomes the basis for making a determination of a project's potential significance, based upon a range of established scoring thresholds.

Forest Practices Rules

The California Department of Forestry and Fire Protection (CalFire) implement the laws that regulate timber harvesting on privately-owned lands. These laws are contained in the Z'berg-Nejedly Forest Practice Act of 1973 which established a set of rules known as the Forest Practice Rules (FPRs) to be applied to forest management related activities (i.e., timber harvests, timberland conversions, fire hazard removal, etc.). They are intended to ensure that timber harvesting is conducted in a manner that will preserve and protect fish, wildlife, forests, and streams. Under the Forest Practices Act, a Timber Harvesting Plan (THP) is submitted to CalFire by the landowner outlining what timber is proposed to be harvested, harvesting method, and the steps that will be taken to prevent damage to the environment. If the landowner intends to convert timberland to non-timberland uses, such as a winery or vineyard, a Timberland Conversion Permit (TCP) is required in addition to the THP. It is CalFire's intent that a THP will not be approved which fails to adopt feasible mitigation measures or alternatives from the range of measures set out or provided for in the Forest Practice Rules, which would substantially lessen or avoid significant adverse environmental impacts resulting from timber harvest activities. THPs are required to be prepared by Registered Professional Foresters (RPFs) who are licensed to prepare these plans (CalFire, 2007). For projects involving TCPs, CalFire acts as lead agency under CEQA, and the County acts as a responsible agency.

California Public Resources Code Section 4526

"Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

California Public Resources Code Section 56064

"Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

(a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

(b) Land that qualifies for rating 80 through 100 Storie Index Rating.

(c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.

(d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

(e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

California Public Resources Code Section 12220(g)

"Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

LOCAL

Local Agency General Plans

Placer County and the six incorporated jurisdictions: Auburn; Colfax; Lincoln; Loomis; Rocklin; and Roseville include in their General Plans a wide variety of goals and policies aimed at protecting agricultural resources within the County including policies aimed at the enforcement of agricultural land conversions, establishing minimum parcel size and buffers, and establishing Williamson Act contracts. Additionally, Placer County has adopted a Right to Farm Ordinance to reduce the loss the County's commercial agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance.

3.2.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the agricultural resources if it will:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222[g]) or timberland (as defined in Public Resources Code section 4526);
- Result in the loss of forest land or conversion of forest land to non-forest use;
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract (significant and unavoidable)

Individual RTP improvement projects have the potential to result in the conversion of some farmland, including important farmlands, to nonagricultural uses, and, or conflict with a Williamson act contract. The majority of the RTP projects would occur within or adjacent to existing rights-of-way, which would result in a negligible, if any impact, to important farmland located adjacent to these improvements. Some RTP projects, such as roadway extensions, capacity improvements, park-n-ride facilities, bicycle lanes and sidewalks, could occur outside of existing rights-of-way, which may result in impacts to important farmlands. However, the 2050 RTP is a long-range planning document, therefore the individual RTP improvement projects have not been designed and the precise location and development footprint of some facilities have not yet been determined.

Transportation improvements are typically compatible with agricultural land uses and zoning. Agricultural operations throughout the County would benefit from improved movement of their commodities from the farm to the marketplace because of the improvements to the transportation systems.

If an individual RTP improvement project has the potential to impact farmland, the implementing agency will be required to assess the RTP improvement project relative to the potential impacts to agricultural resources. Mitigation Measure 3.2-1 is intended to minimize the impact on farmland

as individual RTP projects are contemplated and ultimately constructed. This measure would require protection of comparable farmlands or improvement of farmlands to off-set the impact associated with a conversion of important or significant farmlands. There is also the possibility that land under a Williamson Act contract will need to be acquired by the implementing agency for individual RTP improvement projects. While this mitigation measure will help reduce the potential impact, it may not be possible to fully mitigate the impact to a level of insignificance.

Due to the importance of the region's agricultural resources, any impacts on FMMP designated farmland are considered significant and unavoidable. If the implementing agency adopts Mitigation Measure 3.2-1, this impact could be reduced, but not to a less than significant level, because of site-specific conditions resulting in the net loss of agricultural land. Additionally, PCTPA cannot require the implementing agency to adopt this mitigation measure, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation. Therefore, impacts on Williamson Act contracts, and important or significant farmlands remains ***significant and unavoidable***.

MITIGATION MEASURES

Mitigation Measure 3.2-1: *Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).*

If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.

Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands (less than significant with mitigation)

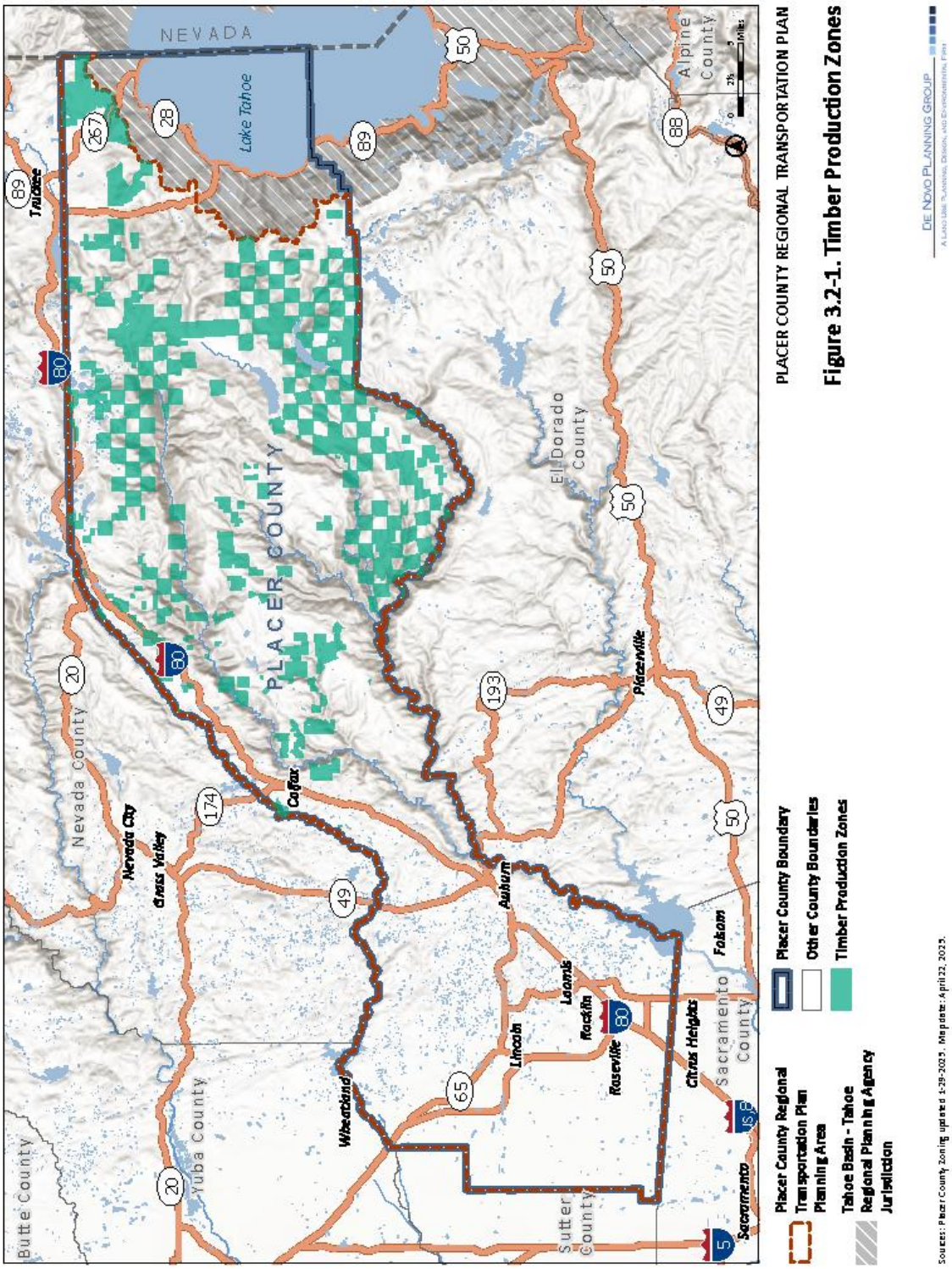
Individual RTP improvement projects have the potential to result in the conversion of some forest lands or timber lands. The majority of the RTP projects would occur within or adjacent to existing rights-of-way, which would result in a negligible, if any impact, to forest lands or timber lands located adjacent to these improvements. Some RTP projects, such as roadway extensions, capacity improvements, park-n-ride facilities, bicycle lanes and sidewalks, could occur outside of existing rights-of-way, which may result in impacts to forest lands including tree removal activities. However, the 2050 RTP is a long-range planning document, therefore the individual RTP

improvement projects have not been designed and the precise location and development footprint of some facilities have not yet been determined.

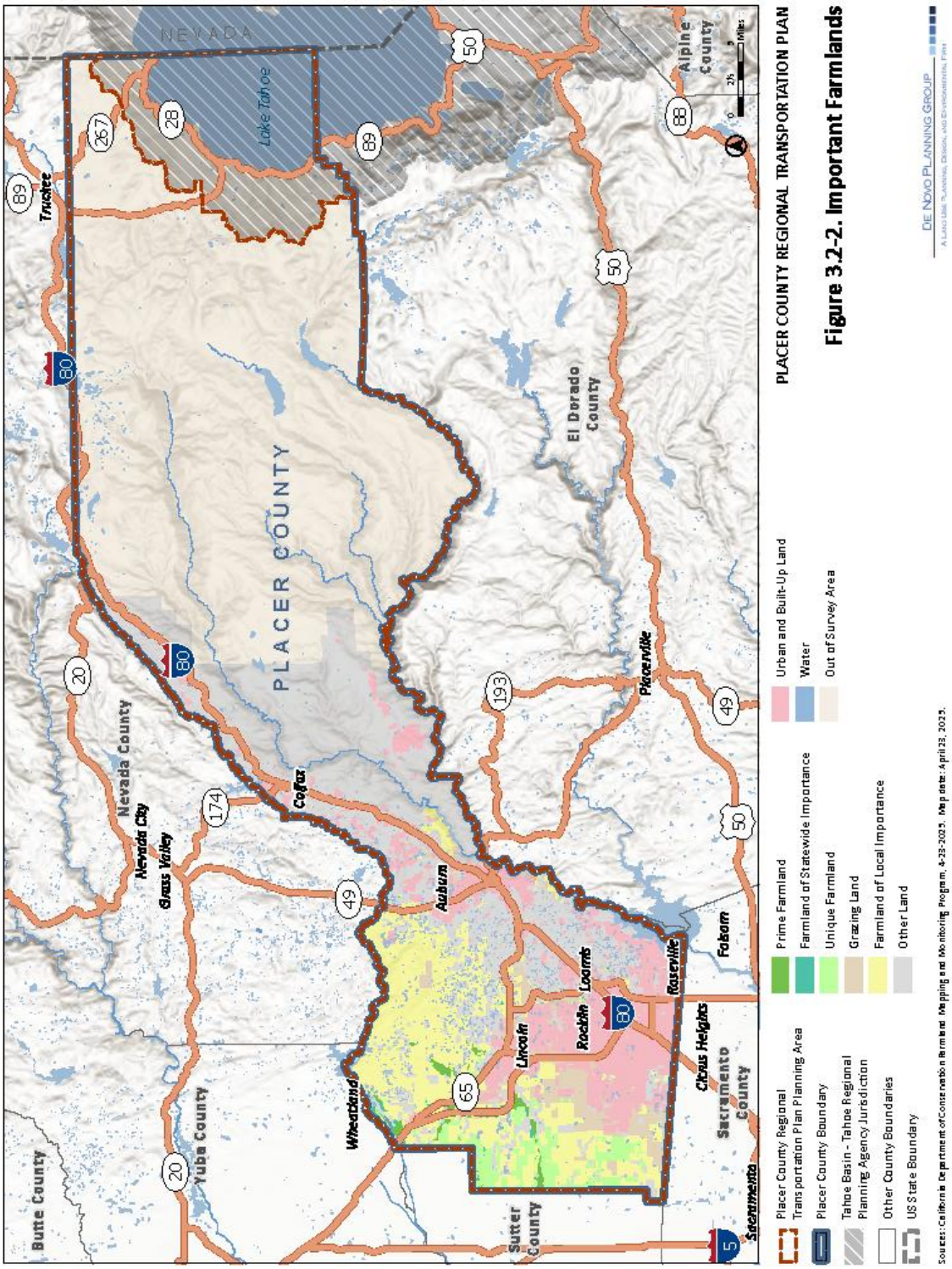
Transportation improvements are typically compatible with forest or timber land uses and zoning as described in Chapter 17, Placer County Code (17.12.010). If an individual RTP improvement project has the potential to impact forest or timber lands, the implementing agency will be required to assess the RTP improvement project relative to its potential impact to forest resources. Mitigation Measure 3.2-2 is intended to minimize the impact on forest or timber resources as individual RTP projects are contemplated and ultimately constructed. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.2-2: *Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities and provide recommendations to the implementing agency.*


NEVADA
Lake Tahoe
PLACER COUNTY
Nevada County
Yuba County
Butte County
Sutter County
Sacramento County
El Dorado County
Alpine County
Truckee
Nevada City
Grass Valley
Colfax
Auburn
Lincoln
Loomis
Rocklin
Roseville
Citrus Heights
Folsom
Sacramento
Wheatland
Placerville
PLACER COUNTY REGIONAL TRANSPORTATION PLAN
Figure 3.2-1. Timber Production Zones
Placer County Boundary
Other County Boundaries
Timber Production Zones
Placer County Regional Transportation Plan Planning Area
Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction
Source: Placer County Zoning updated 4-29-2015. Map date: April 22, 2015.
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PLACER COUNTY REGIONAL TRANSPORTATION PLAN
Figure 3.2-2. Important Farmlands
PLACER COUNTY
NEVADA
Lake Tahoe
Truckee
Alpine County
El Dorado County
Nevada County
Nevada City
Grass Valley
Colfax
Auburn
Placerville
Yuba County
Butte County
Sutter County
Sacramento County
Wheatland
Lincoln
Rocklin
Loomis
Roseville
Folsom
Citrus Heights
Sacramento
Prime Farmland
Farmland of Statewide Importance
Unique Farmland
Grazing Land
Farmland of Local Importance
Other Land
Urban and Built-Up Land
Water
Out of Survey Area
Placer County Regional Transportation Plan Planning Area
Placer County Boundary
Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction
Other County Boundaries
US State Boundary
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This section describes the regional air quality, current attainment status of the air basin, local sensitive receptors, emission sources, and impacts that are likely to result from project implementation. Following this discussion is an assessment of consistency of the proposed project with applicable policies and local plans. The Greenhouse Gases, Climate Change, and Energy analysis is in Section 3.5. No comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic.

3.3.1 ENVIRONMENTAL SETTING

AIR BASIN

Placer County is located within three separate air basins: Mountain Counties, Sacramento Valley, and Lake Tahoe. Land area included in California air basins generally share similar meteorological and geographic conditions (air basins are defined in the California Health and Safety Code and the California Code of Regulations). Placer County includes a total of 1,416 square miles; 65 percent (918 square miles) of Placer County lies within the Mountain Counties Air Basin, 30 percent (426 square miles) within the Sacramento Valley Air Basin, and five percent (72 square miles) is located with the Lake Tahoe Air Basin. The Sacramento Valley Air Basin includes the growing communities of Auburn, Rocklin, Roseville, Loomis, and Lincoln. On-road motor vehicles are the largest source of smog forming air pollution emissions in this air basin. The Mountain Counties Air Basin includes the City of Colfax and the eastern part of Placer County. The largest source of air pollution within this basin comes from motor vehicles. The Lake Tahoe Air Basin is the smallest of California's air basins. The Lake Tahoe Air Basin is comprised of the surface of Lake Tahoe (approximately 20 miles long by 10 miles wide) and land up to the surrounding rim of mountain ridges. The Tahoe Basin air pollution comes mainly from residential and tourist traffic around the lakeshore, and from the burning of fuels for heating. Air quality is further compromised by elevations in particulate matter generated by wildland fires.

Topography

Placer County exhibits large variations in terrain. Topography within the County is highly variable and includes mountain peaks in the Sierra range to the east, and valleys and rolling foothills to the west. Placer County contains 1,506 square miles or 898,820 acres, ranging in elevation from 160 feet above sea level to nearly 9,500 feet above sea level. Regional meteorological conditions are greatly influenced by the topography of the Sacramento Valley and the Sierra Nevada. Specific topography corresponds to the specific air basin.

Climate

Sacramento Valley Air Basin (SVAB). The western portion of the PCTPA planning area is in the Sacramento Valley Air Basin. The SVAB a basin is bounded by the Sierra Nevada Mountain Range to the east and the Coastal Mountain Ranges to the west. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. The temperature may range during the year from 30 to 115 degrees Fahrenheit, with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is approximately 15 inches, with about 75

percent occurring during the rainy season generally from November through March. Humidity levels vary within the region, often dropping below 10 percent in the warm season, while increasing during colder months to form shallow layers of ground fog in lower lying areas. Sacramento Valley winds are calm only 4.9 percent of the time in the summer, and the predominant wind direction is south to southwest 59 percent of the time.

Mountain County Air Basin (MCAB). The eastern portion of the PCTPA planning area is located within the Mountain Counties Air Basin, which contains Amador, Nevada, Sierra, Plumas, Calaveras, Tuolumne, Mariposa counties and a portion of El Dorado and Placer County. The MCAB includes both the western and eastern slopes of the Sierra Nevada Mountains including much of the Sierra foothills. The area covered by the MCAB is approximately 11,000 square miles. Snowy and rainy winters, and hot summers characterize the climate of the Mountain County Air Basin portions of Placer County. Temperature variation between summer and winter are greater than in the SVAB. The mountainous area in the eastern portion of the basin contribute to greater amounts of precipitation. Winds in the MCAB portions of Placer County generally are westerly and follow the terrain.

Lake Tahoe Air Basin (**LTAB).** A small eastern portion of the PCTPA planning area is located within the Lake Tahoe Air Basin. The southern portion of the LTAB is in El Dorado County and the northern portion is in Placer County. Winter conditions in the LTAB include large amounts of precipitation from Pacific storms that fall mainly as snow, and temperatures below freezing accompanied by high winds. In the summer, the LTAB experiences sunny, mild days, with daytime peaks in the upper 70s and low 80s F, with an occasional thunderstorm from southern flows of moisture.

CRITERIA POLLUTANTS

All criteria pollutants can have human health and environmental effects at certain concentrations. The United States Environmental Protection Agency (USEPA) uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). In addition, California establishes ambient air quality standards, called California Ambient Air Quality Standards (CAAQS). California law does not require that the CAAQS be met by a specified date as is the case with NAAQS.

The ambient air quality standards for the six criteria pollutants (as shown in Table 3.3-1) are set to public health and the environment within an adequate margin of safety (as provided under Section 109 of the Federal Clean Air Act [FCAA]). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards. Principal characteristics and possible health and environmental effects from exposure to the six primary criteria pollutants generated by the proposed project are discussed below.

Ozone (O_3) is a photochemical oxidant and the major component of smog. While O_3 in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O_3 at ground level are a major health and environmental concern. O_3 is

not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC)[1] and oxides of nitrogen (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O_3 levels occur typically during the warmer times of the year. Both VOCs and NO_x are emitted by transportation and industrial sources. VOCs are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents.

The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function, and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (USEPA, 2025a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (USEPA, 2025b). The average background level of ozone in the California and Nevada is approximately 48.3 parts per billion, which represents approximately 77 percent of the total ozone in the western region of the U.S. (NASA, 2015). Ozone concentrations tend to be highest in summer and lowest in winter.

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. O_3 can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Carbon monoxide (CO) is a colorless, odorless, and poisonous gas produced by incomplete burning of carbon in fuels. Carbon monoxide is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience

[1] The CARB uses the term "Reactive Organic Gases" (ROG) in place of "Volatile Organic Compounds" (VOC).

high levels of CO exposure during pregnancy are at risk of adverse developmental effects (CARB, 2025a). Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain. There are no ecological or environmental effects to ambient CO (CARB, 2025a).

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2024). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels increases the risk of such incidences.

Nitrogen dioxide (NO_2) is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO_2 is the increased likelihood of respiratory problems. Under ambient conditions, NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone and acid rain and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly, are generally at greater risk for the health effects of NO_2.

Sulfur dioxide (SO_2) is one of the multiple gaseous oxidized sulfur species and is formed during the combustion of fuels containing sulfur, primarily coal and oil. The largest anthropogenic source of SO_2 emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO_2 is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO_2 affects breathing and may aggravate existing respiratory and cardiovascular disease in high doses. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children, and the elderly. SO_2 is also a primary contributor to acid deposition, or acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings, and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks. Ambient SO_2 results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp, and paper mills and from nonferrous smelters.

Short-term exposure to ambient SO_2 has been associated with various adverse health effects. Multiple human clinical studies, epidemiological studies, and toxicological studies support a causal relationship between short-term exposure to ambient SO_2 and respiratory morbidity. The observed health effects include decreased lung function, respiratory symptoms, and increased emergency department visits and hospitalizations for all respiratory causes. These studies further suggest that people with asthma are potentially susceptible or vulnerable to these health effects. In addition, SO_2 reacts with other air pollutants to form sulfate particles, which are constituents of fine particulate

matter ($PM_{2.5}$). Inhalation exposure to $PM_{2.5}$ has been associated with various cardiovascular and respiratory health effects (USEPA, 2025c). Increased ambient SO_2 levels would lead to increased risk of such effects.

SO_2 emissions that lead to high concentrations of SO_2 in the air generally also lead to the formation of other sulfur oxides (SO_x). SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter (PM) pollution. Small particles may penetrate deeply into the lungs and in sufficient quantity can contribute to health problems.

Particulate matter (PM) includes dust, dirt, soot, smoke, and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires, and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO_2 and VOCs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM_{10} is particulate matter 10 micrometers or less in diameter (known as respirable particulate matter), and $PM_{2.5}$ is particulate matter 2.5 micrometers or less in diameter (known as fine particulate matter).

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis, and premature death. Small particulate pollution causes health impacts even at very low concentrations – indeed, no threshold has been identified below which no damage to health is observed.

Respirable particulate matter (PM_{10}) consists of small particles, less than 10 microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural uses (as created by soil preparation activities, fertilizer, and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM_{10} causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

Fine particulate matter ($PM_{2.5}$) consists of small particles, which are less than 2.5 microns in size. Like PM_{10}, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as household burning and wildfire. It is also formed through the reaction of other pollutants. As with PM_{10}, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the EPA created new Federal air quality standards for $PM_{2.5}$.

The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly, and children. Particulate matter also soils and damages materials, and is a major cause of visibility impairment.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particulate levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (USEPA, 2025d).

Lead (Pb) exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil, or dust. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. Excessive Pb exposure can cause seizures, mental retardation, and/or behavioral disorders. Low doses of Pb can lead to central nervous system damage. Recent studies have also shown that Pb may be a factor in high blood pressure and subsequent heart disease.

Lead is persistent in the environment and can be added to soils and sediments through deposition from sources of lead air pollution. Other sources of lead to ecosystems include direct discharge of waste streams to water bodies and mining. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals, and neurological effects in vertebrates.

Lead exposure is typically associated with industrial sources; major sources of lead in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters. As a result of the USEPA's regulatory efforts, including the removal of lead from motor vehicle gasoline, levels of lead in the air decreased by 98 percent between 1980 and 2014 (USEPA, 2025e). Based on this reduction of lead in the air over this period, and since most new developments do not generate an increase in lead exposure, the health impacts of ambient lead levels are not typically monitored by the California Air Resources Board (CARB).

ODORS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory, and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals can smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the

same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

SENSITIVE RECEPTORS

A sensitive receptor is a location where human populations, especially children, seniors, and sick persons, are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals, and schools.

AMBIENT AIR QUALITY

Both the USEPA and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant. Each pollutant is measured over several standardized timeframes (called the averaging times), which provide a standard to compare monitored levels of pollutants to the federal and state standards. Each criteria pollutant has more than one average time – for example, the state ambient air quality standard for ozone is monitored over both a 1-hour and 8-hour periods.

The federal and California state ambient air quality standards are summarized in Table 3.3-1 for important pollutants. The federal and state ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM_{10}.

TABLE 3.3-1: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

POLLUTANT	*AVERAGING TIME*	*FEDERAL PRIMARY STANDARD*	*STATE STANDARD*
Ozone	1-Hour 8-Hour	-- 0.070 ppm	0.09 ppm 0.070 ppm
Carbon Monoxide	8-Hour 1-Hour	9.0 ppm 35.0 ppm	9.0 ppm 20.0 ppm
Nitrogen Dioxide	Annual 1-Hour	0.53 ppm 0.100 ppm	0.03 ppm 0.18 ppm
Sulfur Dioxide	Annual 24-Hour 1-Hour	0.03 ppm 0.14 ppm 0.075 ppm	-- 0.04 ppm 0.25 ppm
PM_{10}	Annual 24-Hour	-- 150 µg/m^3	20 µg/m^3 50 µg/m^3
$PM_{2.5}$	Annual 24-Hour	12 µg/m^3 35 µg/m^3	12 µg/m^3 --
Lead	30-Day Avg. Calendar Quarter	-- 0.15 µg/m^3	1.5 µg/m^3 --

NOTES: PPM = PARTS PER MILLION, PPB = PARTS PER BILLION, µG/M^3 = MICROGRAMS PER CUBIC METER
SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2025B.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation, and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated based on risk rather than specification of safe levels of contamination.

Existing air quality concerns within the PCTPA planning area are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, and odors. The primary source of ozone (smog) pollution is motor vehicles which account for 70 percent of the ozone in the region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, incidences of wildfire, and agricultural burning.

Attainment Status

In accordance with the California Clean Air Act (CCAA), the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria.

Depending on the frequency and severity of pollutants exceeding standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for ozone, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the CARB terminology of Attainment, Nonattainment, and Unclassified is more frequently used.

The portion of Placer County located within the MCAB (i.e. the eastern portion of Placer County, excluding the area within the LTAB) has a state designation of Nonattainment for ozone and PM_{10}, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of Placer County within the MCAB has a national designation of Nonattainment for ozone and a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). Table 3.3-2 presents the state and national attainment status for the portion of Placer County within the MCAB.

TABLE 3.3-2: STATE AND NATIONAL ATTAINMENT STATUS (PLACER COUNTY WITHIN THE MCAB)

CRITERIA POLLUTANTS	*STATE DESIGNATIONS*	*NATIONAL DESIGNATIONS*
Ozone	Nonattainment-Transitional	Nonattainment
PM_{10}	Nonattainment	Unclassifiable
$PM_{2.5}$	Unclassified	Unclassifiable/Attainment
Carbon Monoxide	Unclassified	Unclassifiable/Attainment
Nitrogen Dioxide	Attainment	Unclassifiable/Attainment
Sulfur Dioxide	Attainment	Unclassifiable/Attainment
Sulfates	Attainment	**
Lead	Attainment	Unclassifiable/Attainment
Hydrogen Sulfide	Unclassified	**
Visibility Reducing Particles	Unclassified	**

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2023.

**= There was insufficient (or no) data available to determine the status.

The portion of Placer County located within the SVAB (i.e. western portion) has a state designation of Nonattainment for ozone and PM_{10}, and a state designation of either Unclassified or Attainment for all other criteria pollutants. Placer County (within the SVAB) has a national designation of Nonattainment for ozone and $PM_{2.5}$ a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). Table 3.3-3 presents the state and national attainment status for Placer County (within the SVAB).

TABLE 3.3-3: STATE AND NATIONAL ATTAINMENT STATUS (PLACER COUNTY WITHIN THE SVAB)

CRITERIA POLLUTANTS	*STATE DESIGNATIONS*	*NATIONAL DESIGNATIONS*
Ozone	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Unclassifiable
$PM_{2.5}$	Attainment	Nonattainment
Carbon Monoxide	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide	Attainment	Unclassifiable/Attainment
Sulfur Dioxide	Attainment	Unclassifiable/Attainment
Sulfates	Attainment	**
Lead	Attainment	Unclassifiable/Attainment
Hydrogen Sulfide	Unclassified	**
Visibility Reducing Particles	Unclassified	**

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2023.

**= There was insufficient (or no) data available to determine the status.

Placer County Air Quality Monitoring

Air pollutant concentrations are measured at several monitoring stations throughout Placer County including:

- Auburn-11645 Atwood Road
- Colfax-City Hall
- Lincoln-2885 Moore Road
- Roseville-N Sunrise Blvd
- Tahoe City-221 Fairway Drive (Note: this location is outside of the PCTPA planning area)

Tables 3.3-4 through 3.3-8 display the air quality monitoring results for the monitoring stations within Placer County for years 2021 through 2023.

TABLE 3.3-4: AMBIENT AIR QUALITY MONITORING DATA (AUBURN-11645 ATWOOD ROAD)

POLLUTANT	CAL. PRIMARY STANDARD	FED. PRIMARY STANDARD	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m³)	--	2023 2022 2021	0.074 0.096 0.114	0 / 0 1 / 0 4/ 0
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m³)	0.070 ppm (147 µg/m³)	2023 2022 2021	0.068 0.081 0.094	0 / 0 14 / 13 37 / 34
Particulate Matter (PM_{10}) (24-hour)	50 µg/m³	150 µg/m³	2023 2022 2021	** ** **	**/** **/** **/**
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m³	2023 2022 2021	25.2 212.8 127.2	(N/A)/ 0 (N/A)/ 8.0 (N/A)/ 12.1

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2025D.

*NOTES: PPM = PARTS PER MILLION; µG/M³ = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; ** = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. *= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD*

TABLE 3.3-5: AMBIENT AIR QUALITY MONITORING DATA (COLFAX-CITY HALL)

POLLUTANT	CAL. PRIMARY STANDARD	FED. PRIMARY STANDARD	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m³)	--	2023 2022 2021	0.083 0.082 0.097	0/ 0 0 / 0 1 / 0
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m³)	0.070 ppm (147 µg/m³)	2023 2022 2021	0.075 0.071 0.083	1/ 1 2/ 1 18 / 17
Particulate Matter (PM_{10}) (24-hour)	50 µg/m³	150 µg/m³	2023 2022 2021	** ** **	**/** **/** **/**
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m³	2023 2022 2021	17.2 243.9 186.8	**/** **/** **/**

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2025D.

*NOTES: PPM = PARTS PER MILLION; µG/M³ = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; ** = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. *= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD*

TABLE 3.3-6: AMBIENT AIR QUALITY MONITORING DATA (LINCOLN-2885 MOORE ROAD)

POLLUTANT	CAL. PRIMARY STANDARD	FED. PRIMARY STANDARD	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m³)	--	2023 2022 2021	0.076 0.087 0.100	1/ 0 0 / 0 3 / 0
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m³)	0.070 ppm (147 µg/m³)	2023 2022 2021	0.067 0.071 0.087	0 / 0 1 / 1 17 / 15
Particulate Matter (PM_{10}) (24-hour)	50 µg/m³	150 µg/m³	2023 2022 2021	** ** **	**/** **/** **/**
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m³	2023 2022 2021	32.3 30.1 96.1	**/** **/** **/**

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2025D.

*NOTES: PPM = PARTS PER MILLION; µG/M³ = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; ** = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. *= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD*

TABLE 3.3-7: AMBIENT AIR QUALITY MONITORING DATA (ROSEVILLE-N SUNRISE BLVD)

POLLUTANT	CAL. PRIMARY STANDARD	FED. PRIMARY STANDARD	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m³)	--	2023 2022 2021	0.093 0.087 0.104	0/ 0 0 / 0 1 / 0
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m³)	0.070 ppm (147 µg/m³)	2023 2022 2021	0.083 0.075 0.090	8/ 8 4 / 3 5 / 4
Particulate Matter (PM_{10}) (24-hour)	50 µg/m³	150 µg/m³	2023 2022 2021	47.9 82.2 155.7	0/0 4.0/0 11.0/1.1
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m³	2023 2022 2021	31.9 44.5 130.5	(N/A) / 0 (N/A) / 1.0 (N/A) / 10.3

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2025D.

*NOTES: PPM = PARTS PER MILLION; µG/M³ = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; ** = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. *= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD*

TABLE 3.3-8: AMBIENT AIR QUALITY MONITORING DATA (TAHOE CITY-221 FAIRWAY DRIVE)

POLLUTANT	CAL. PRIMARY STANDARD	FED. PRIMARY STANDARD	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m³)	--	2023 2022 2021	0.071 0.086 0.098	0/ 0 0 / 0 2 / 0
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m³)	0.070 ppm (147 µg/m³)	2023 2022 2021	0.069 0.072 0.086	0 / 0 1 / 1 14 / 2
Particulate Matter (PM_{10}) (24-hour)	50 µg/m³	150 µg/m³	2023 2022 2021	** ** **	**/** **/** **/**
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m³	2023 2022 2021	19.1 296.3 421.9	**/** **/** **/**

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2025D.

*NOTES: PPM = PARTS PER MILLION; µG/M³ = MICRONS PER CUBIC METER; N/A= NOT APPLICABLE; ** = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE. *= ESTIMATED DAYS OVER THE NATIONAL 24-HOUR PM STANDARD*

3.3.2 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The USEPA is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and $PM_{2.5}$ ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the USEPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment (REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, USEPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by the CASAC. Members of CASAC are appointed by the USEPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review the NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutant as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the USEPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standards consistent with the current California state standard.

- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.

- NO_2: The national NO_2 standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO_2 concentrations than the existing national standard.

- SO_2: On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99^{th} percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.

- PM: the national annual average $PM_{2.5}$ standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower $PM_{2.5}$ concentrations than the existing standard.

- Lead: The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the USEPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. CARB is the state agency that is responsible for preparing and implementing the California SIP.

Transportation Conformity Analysis

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the EPA adopted implementing regulations in 1997. See §176 of the FCAA (42 U.S.C. §7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration (FHWA), conform to the SIP as approved or promulgated by EPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas (maintenance areas are those areas that were in nonattainment that have been redesignated to attainment, under the FCCA). Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the Metropolitan Planning Organization, the Council of Governments, or a federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

Transportation Control Measures

One aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). TCM strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

STATE

California Clean Air Act

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. CARB is the agency responsible for administering the CCAA. CARB established ambient air quality standards pursuant to the California Health and Safety Code (CH&SC) [§39606(b)], which are like the federal standards.

California Air Quality Standards

Although NAAQS are determined by the USEPA, states can set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM_{10}) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in Table 3.3-1.

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. The Office of Environmental Health Hazard Assessment (OEHHA) uses

the review of health literature to develop a recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and for public peer review by the Air Quality Advisory Committee (AQAC). AQAC members are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. The ARB staff next revises the ISOR based on comments from AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, CARB adopted revisions to the PM_{10} standard and established a new $PM_{2.5}$ annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and the CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

CARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, CARB's motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the way they are achieved. Towards this end, CARB has adopted regulations which required auto manufacturers to phase in less polluting vehicles.

Tanner Air Toxics Act

California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB can designate a substance as a TAC. To date, ARB has identified more than 21 TACs and has adopted EPA's list of Hazardous Air Pollutants (HAPs) as TACs. Most recently, diesel PM was added to the ARB list of TACs. Once a TAC is identified, ARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. ARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors,

generators). In February 2000, ARB adopted a new public-transit bus-fleet rule and emission standards for new urban buses. These rules and standards provide for (1) more stringent emission standards for some new urban bus engines, beginning with 2002 model year engines; (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies; and (3) reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule. Upcoming milestones include the low-sulfur diesel-fuel requirement, and tighter emission standards for heavy-duty diesel trucks (2007) and off-road diesel equipment (2011) nationwide.

LOCAL

Air Quality Management District

The Placer County Air Pollution Control District (APCD), or "Air District," is a special district created by state law to enforce local, state, and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in Placer County, as well as for adopting strategies needed to improve air quality and ensure the Region's compliance with federal and state standards.

Sacramento Area Council of Governments

SACOG is designated as the Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. In addition, SACOG, through a memorandum of understanding with the PCTPA, governs federal transportation planning and programming for Placer County and is responsible for ensuring that the 2050 RTP conforms to the State Implementation Plan (SIP).

Fugitive Dust

Rule 228 – Fugitive Dust is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, because of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. This rule applies to public and private construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), and operation of machines/equipment. The rule requires implementing good housekeeping and/or work practices that reduce and control the emissions to the atmosphere.[2]

Placer County Transportation Planning Agency

The Placer County Transportation Planning Agency (PCTPA) is responsible for transportation planning within the Sacramento Valley and Mountain Counties Air Basin portions of Placer County, including preparation of the RTP for the County. PCTPA is designated as the Regional Transportation Planning Agency, Congestion Management Agency, and the Airport Land Use Commission for Placer County. As the designated Congestion Management Agency for Placer County, the PCTPA is eligible

[2] See: http://www.placer.ca.gov/~/media/apc/documents/Rules/Reg%202/Rule228FugitiveDust.pdf

to receive federal Congestion Management and Air Quality Funds for programs to reduce congestion and improve air quality, such as bikeways, pedestrian improvements, and alternative fuel for transit buses.

Local General Plans

Placer County and the six incorporated cities/town (Auburn, Colfax, Lincoln, Loomis, Rocklin, and Roseville) do not directly regulate air quality within their jurisdictions; however, the County and cities/town each adopt policies to reduce air pollutant emissions as part of their general plans and other local programs.

3.3.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with air quality if it will:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impacts related to greenhouse gases, climate change, and energy are addressed in Section 3.5.

Impacts related to Project-generated Pollutants of Human Health Concern

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (226 Cal.App.4th 704) (hereafter referred to as the Friant Ranch Decision). The case reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch development. The Friant Ranch project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in nonattainment for the ozone and $PM_{2.5}$ NAAQS and CAAQS. The Court found that the air quality analysis was inadequate because it failed to provide enough detail "for the public to translate the bare [criteria pollutant emissions] numbers provided into adverse health impacts or to understand why such a translation is not possible at this time." The Court's decision clarifies that the agencies authoring environmental documents must make reasonable efforts to connect a project's air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

All criteria pollutants that would be generated by the project are associated with some form of health risk (e.g., asthma). Criteria pollutants can be classified as either regional or localized pollutants. Regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source. Localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO_2, SO_2, and lead (Pb) are

localized pollutants. PM can be both a local and a regional pollutant, depending on its composition. As discussed above, the primary criteria pollutants of concern generated by the project are ozone precursors (ROG and NO_x) and PM (including Diesel PM). The APCD does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions.

REGIONAL PROJECT-GENERATED CRITERIA POLLUTANTS (OZONE PRECURSORS AND REGIONAL PM)

Adverse health effects induced by regional criteria pollutant emissions generated by the project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO_x) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO_x generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long-distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region.

Technical limitations of existing models to correlate project- or plan-level regional emissions to specific health consequences are recognized by air quality management districts throughout the state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD), who provided amici curiae briefs for the Friant Ranch legal proceedings. In its brief, SJVAPCD (2015) acknowledges that while health risk assessments for localized air toxics, such as DPM, are commonly prepared, "it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The air district further notes that emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NOx and VOC in the Valley) is not likely to yield valid information," and that any such information should not be "accurate when applied at the local level." SCAQMD presents similar information in their brief, stating that "it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels"[3].

As discussed above, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, air districts typically consider projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in

[3] For example, SCAQMD's analysis of their 2012 Air Quality Attainment Plan showed that modeled NO_x and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD's Rule 1315 showed that emissions of NO_x and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absence (South Coast Air Quality Management District, 2015).

nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. For plan-level projects, such as the proposed project, air districts typically consider projects that do not generate a net increase of criteria pollutants for which the region is in nonattainment to not adversely affect air quality. Emissions generated by a project or plan could increase some local concentrations of photochemical reactions and the formation of tropospheric ozone and secondary PM (even if regional emissions are reduced with implementation of a project or plan), which at certain concentrations, could lead to increased incidence of specific health consequences at the local level. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. As such, a project or plan's incremental contribution cannot be traced to specific health outcomes on a regional scale, and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis.

IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Long-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area (less than significant)

PROJECT EMISSIONS

A finding of conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with ("conform to") the State Implementation Plan (SIP). Conformity ensures that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. Additionally, SIPs in California are developed to ensure conformity with the state ambient air quality standards. SACOG, through a memorandum of understanding with the PCTPA, governs federal transportation planning and programming for Placer County and is responsible for ensuring that the 2050 RTP conforms to the State Implementation Plan (SIP). The Placer County Air District is not required to develop a Regional Air Quality Plan and the PCTPA is not required to perform air quality "Conformity Analysis" for its transportation projects due to being governed under SACOG which is the federally designated Metropolitan Planning Organization (MPO).

Under the terms of a Memorandum of Understanding between PCTPA and SACOG, PCTPA submits the Placer County RTP for inclusion into the SACOG MTP. The 2050 RTP, pending review by SACOG, will become the Placer County portion of the SACOG MTP. This process allows the Placer County RTP, a locally developed plan, to be included in the regional air quality conformity process. The local planning process for the RTP includes a local consensus of policies, projects, programs, and funding decisions, which then become an integral part of the regional MTP.

To compare the region's current air quality with federal and state standards, the Air District maintains air quality monitoring stations located in Auburn, Lincoln, Colfax, Roseville, and Tahoe City (note: Tahoe City is outside of the PCTPA Planning Boundary). The pollutants monitored at these sites include: ozone, $PM_{2.5}$, and PM_{10}.

Although this analysis will not require a formal conformity determination, it will undergo public review in accordance with PCTPA policies for community input, as well as review by SACOG to ensure conformance with regional objectives. These procedures ensure that the public has adequate opportunity to be informed of the regional emissions analysis, encourages public participation and comment, and endures conformity with regional plans and procedures.

Emission Estimates: EMFAC Outputs

The regional emissions analysis and forecasts for transportation-related ROG, NO_x, and $PM_{2.5}$ are summarized below in Table 3.3-9. The summary of emissions forecasts is provided by SACOG and can be found in (Appendix B).

TABLE 3.3-9: EMISSION ESTIMATES (TONS PER DAY)

	2020		*2035*		*2050*	
EMISSIONS TYPE	*PLACER COUNTY*	*REGIONAL TOTAL*	*PLACER COUNTY*	*REGIONAL TOTAL*	*PLACER COUNTY*	*REGIONAL TOTAL*
ROG	2.92	17.56	1.46	8.37	1.18	6.45
% Reduction from 2020	N/A	N/A	-50.08%	-52.34%	-59.59%	-63.27%
NO_x	4.83	27.24	1.62	8.18	1.56	6.74
% Reduction from 2020	N/A	N/A	-66.46%	-69.98%	-67.70%	-75.26%
$PM_{2.5}$	0.12	0.83	0.10	0.59	0.10	0.62
% Reduction from 2020	N/A	N/A	-19.73%	-28.92%	-14.07%	-25.30%

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR PCTPA EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

The results from the emissions outputs show a downward trend through the 2050 analysis horizon for ROG, NO_x, and $PM_{2.5}$, within Placer County. Regional air quality emissions also improve during the 2050 planning horizon for all criteria pollutants. This decrease in emissions of criteria pollutants is related to assumptions in the EMFAC modeling regarding improving fuel efficiency and emission rates for vehicles due to state and federal emission control programs, as well as improvements in technology and the overall transportation network.

PROJECT EFFECTS ON PUBLIC HEALTH

As shown in Table 3.3-9, emissions estimates in Placer County show a downward trend through the 2050 analysis horizon for ROG, NO_x, and $PM_{2.5}$.

Ozone

O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) (also known as ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function, and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function

generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (USEPA, 2025a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (USEPA, 2025b).

The proposed project would generate emissions of ROG and NO_x during long-term operational activities. Although the exact effect of such emissions on local health is not quantified, it is likely that the generation of ROG and NO_x by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of individual RTP projects. However, as shown in Table 3.3-9, ROG and NO_x emissions associated with the project's transportation facilities within both Placer County and the broader SACOG region would decrease over the planning horizon. Therefore, the proposed project is unlikely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards throughout the RTP planning horizon. However, the proposed project's generation of ROG and NO_x would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

Particulate Matter

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis, and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly, and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particulate levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis

– and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (USEPA, 2025d).

Although the exact effects of such emissions on local health are not known, it is likely that PM generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of individual RTP projects. However, as shown in Table 3.3-9, $PM_{2.5}$ emissions associated with the project's transportation facilities within both Placer County and the broader SACOG region would not increase over the planning horizon. Therefore, the proposed project is unlikely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards through the planning horizon. However, the proposed project's generation of PM would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

Discussion

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure), as well as the variabilities in the receptors that reside in a particular area. It is anticipated that public health will continue to be affected by the emission of criteria pollutants, especially by those with impaired respiratory systems in the PCTPA planning area and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, as shown in Table 3.3-9, these pollutants as generated by the region's transportation facilities would decrease over the planning horizon. Nevertheless, the criteria pollutants generated by the proposed project during project operation when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

CONCLUSION

The emission outputs reflect a decreasing trend of criteria pollutant emissions through 2050. The results of the emission model largely reflect the fact that the state and federal Environmental Protection Agency's vehicle and fuel regulations that are being phased into place over the study horizon will bring about significantly lower emission levels, which is particularly important for the reduction of emissions in nonattainment areas. The results of the emission model also reflect improvements to technology, independent of state and federal regulations. Furthermore, the outputs also reflect improvements to the transportation network, including the use of alternative modes such as bike/pedestrian, transit, and carpooling opportunities.

While the 2050 RTP provides improvements that will increase transportation system capacity, it should be noted that it does not control land development and population growth, rather, the General Plans for the incorporated and unincorporated communities control growth and development. Implementation of the 2050 RTP may also result in beneficial air quality impacts because of the transportation system improvements.

Implementation of the 2050 RTP will not conflict with or obstruct any air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a Nonattainment area. Therefore, this is impact is considered ***less than significant***.

Impact 3.3-2: Short-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area (less than significant with mitigation)

PROJECT EMISSIONS

The portion of Placer County located within the MCAB has a state designation of Nonattainment for ozone and PM_{10}, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of Placer County within the MCAB has a national designation of Nonattainment for ozone and a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). The portion of Placer County located within the SVAB has a state designation of Nonattainment for ozone and PM_{10}, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of Placer County within the SVAB has a national designation of Nonattainment for ozone and $PM_{2.5}$ a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status).

Activities associated with construction and implementation of the various roadway and other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO_x) as well as PM_{10} and $PM_{2.5}$, which could exacerbate the County's existing non-attainment status for these criteria pollutants.

Construction projects in Placer County, including the construction of the roadway and other transportation improvements identified in the 2050 RTP, are required to receive a permit from Placer County Air Pollution Control District (APCD). The APCD has existing rules and regulations in place to reduce construction related emissions and dust impacts. All future roadway and other transportation construction projects associated with implementation of the 2050 RTP would be subject to the existing APCD requirements. Placer County APCD Rule 228 – Fugitive Dust is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, because of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. This rule applies to public and private construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), and operation of machines/equipment. The rule requires implementing good housekeeping and/or work practices that reduce and control the emissions to the atmosphere.

Implementation of these measures requires the development of a dust control plan and the construction operators to take special precautions during construction, including grading, paving,

and maintenance of roads and other improvements that would reduce emissions of particulate matter, ozone precursors, and other pollutants.

PROJECT EFFECTS ON PUBLIC HEALTH

Ozone precursors (ROG and NO_x) and PM would be generated locally during construction activities. However, construction activities are temporary in nature, and with implementation with the APCD pre-established rules, any potential increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, due to expected improvements in on-road and off-road mobile vehicle efficiencies over the PCTPA planning horizon. Nevertheless, the criteria pollutants generated by the proposed project during project construction when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the individual RTP projects.

CONCLUSION

Compliance with the APCD pre-established rules, including implementation of Mitigation Measure 3.3-1, will ensure that short-term air quality impacts are reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.3-1: *The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with Placer County Air Pollution Control District (APCD) Rule 228 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.*

Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations (less than significant with mitigation)

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels could increase the risk of such incidences.

The RTP projects are designed to improve traffic flows and reduce congestion system-wide, reducing the potential for CO “hot spots” that can occur from exhaust of idling cars waiting to clear a heavily congested intersection or crossing. The RTP projects are intended to reduce congested conditions

throughout the system while accommodating additional traffic generated by the increase in population projected for Placer County. These are considered beneficial effects.

While the RTP projects will respond to additional traffic and reducing congestion (brought by that additional traffic) system-wide, there is a potential for CO concentrations or hot spots to develop under adverse atmospheric conditions that prevent a rapid dispersion of CO. Currently, the County is in attainment of federal and state standards for CO. Nonetheless, there is a potential for some, albeit rare, instances of congestion and an occasional hot spot. The following mitigation measure would ensure traffic flows near sensitive receptors are improved to reduce the potential for the formation of CO hot spots. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.3-2: *The implementing agency shall screen individual RTP projects at the time of design for localized carbon monoxide (CO) hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.*

Impact 3.3-4: Create objectionable odors affecting a substantial number of people (less than significant)

Implementation of the RTP would not directly create or generate objectionable odors. Persons residing in the immediate vicinity of proposed improvements may be subject to temporary odors typically associated with roadway construction activities (hot asphalt, etc.). However, any odors generated by construction activities would be minor and would be short and temporary in duration. This is considered a ***less than significant*** impact.

Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures (less than significant with mitigation)

Asbestos is a material that has been used in a variety of transportation facilities, including bridges, walls, and road base. Demolition and excavation activities of facilities containing asbestos requires monitoring to ensure that they are properly removed and disposed of in accordance with local and State regulations.

Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level assessments and will be responsible for consideration of mitigation measures for significant effects on the environment. If asbestos is deemed present naturally, or in existing facilities, an Asbestos Hazard Dust Mitigation Plan would be prepared to ensure that adequate dust control and asbestos hazard mitigation measures are implemented during project construction. The following mitigation measure would ensure that any construction activities that may result in the release of asbestos would include appropriate measures contained within an Asbestos Hazard Dust Mitigation Plan to ensure that exposure to construction workers and the public is minimized to acceptable state and local levels. Implementation of the following

mitigation measure would ensure that this potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.3-3: *Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including the California Air Resources Board's (ARB's) asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and Placer County APCD Rule 228 – Fugitive Dust, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the APCD.*

This section provides a background discussion of the prehistoric period background, ethnographic background, historic period background, known cultural resources in the region, the regulatory setting, an impact analysis, and mitigation measures. No public comments were received during the public review period for the Notice of Preparation regarding this topic.

3.4.1 ENVIRONMENTAL SETTING

Placer County contains a rich cultural resource heritage that includes archeological, historical, and paleontological sites and resources. Many archeological and historical sites and resources have been identified and evaluated. However, given the rich heritage of the area, many archeological, historical, and paleontological sites and resources may remain undiscovered.

PALEONTOLOGICAL RESOURCES

Paleontology is a branch of geology that studies prehistoric life forms other than humans, through the study of plant and animal fossils. Paleontological resources are fossilized remains of organisms that lived in the region in the geologic past and therefore preserve an aspect of the County's prehistory which is important in understanding the development of the region as a whole, as many of these species are now extinct. Like archaeological sites and objects (which pertain to human occupation), paleontological sites and fossils are non-renewable resources. They are found primarily in sedimentary rock deposits and are most easily found in regions that may have been uplifted and eroded, but they may also be found anywhere that subsurface excavation is being carried out (e.g., streambeds, under roads). Much of Placer County's paleontological resources are associated with sedimentary, metasedimentary, and alluvial geology, which is found mostly in the western half of the County, which is comprised predominantly of sedimentary deposits including, sedimentary rocks, and volcanic sedimentary materials.

Fossils and Their Associated Formations

Geologic formations are the matrix in which most fossils are found, occasionally in buried paleosols (ancient soils). These formations are totally different from modern soils and cannot be correlated with soil maps that depict modern surface soils representing only a thin veneer on the surface of the earth. Geologic formations may range in thickness from a few feet to hundreds of thousands of feet, and form complex relationships below the surface. Geologic maps (available through the U.S. Geological Survey [USGS] or California Geological Survey) show the surface expression (in two dimensions) of geologic formations along with other geologic features such as faults, folds, and landslides. Although sedimentary formations were initially deposited one atop the other, much like a layer cake, over time the layers have been squeezed, tilted, folded, cut by faults and vertically and horizontally displaced, so that today, any one rock unit does not usually extend in a simple horizontal layer. If a sensitive formation bearing fossils can be found at the surface in an outcrop, chances are that same formation may extend not only many feet into the ground straight down, it may well extend for miles just below the surface. Consequently, predicting which areas are paleontologically sensitive is a difficult task. Within Placer County, sediments associated with the Mehrten Formation in the Roseville area have been found to contain fossils of terrestrial vertebrates. Additionally, caves associated with the limestone geology

found in the central part of the Sierra Nevada foothills may also contain fossil assemblages (Placer County, 1994).

Determining Paleontological Potential

The most general paleontological information can be obtained from geologic maps, but geologic cross sections (slices of the layer cake to view the third dimension) must be reviewed for each area in question. These usually accompany geologic maps or technical reports. Once it can be determined which formations may be present in the subsurface, the question of paleontological resources must be addressed. Even though a formation is known to contain fossils, they are not usually distributed uniformly throughout the many square miles the formation may cover. Other resources to be considered in the determination of paleontological potential are regional geologic reports, site records on file with paleontological repositories and site-specific field surveys.

General Location and Significance of Major Finds in Placer County

There are many fossil localities recorded in Placer County. Paleontologists consider all vertebrate fossils to be of significance. Fossils of other types are considered significant if they represent a new record, new species, an oldest occurring species, the most complete specimen of its kind, a rare species worldwide, or a species helpful in the dating of formations. However, even a previously designated low potential site may yield significant fossils. The exact locations are considered proprietary and therefore not presented in this document (to prevent the removal or destruction of these important, nonrenewable resources).

ETHNOGRAPHIC BACKGROUND

Nisenan and Washo Native Americans

Placer County's geography and climate required the early people living in the county area to adapt a variety of strategies to fully use the lands resources. The area is known to have been occupied by two groups of Native Americans. West of the Sierra Nevada crest were the Nisenan, also known as the Southern Maidu. The Nisenan occupied territory that stretched from the American and Cosumnes Rivers in the South to the Yuba and Bear Rivers in the north. The Washo primarily east of the Sierra Crest, whose territory centered on the Tahoe Basin and included the Truckee River Valley. Both groups were hunter-gatherer populations. Subsistence among the Nisenan territory offered abundant year-round food sources. Food gathering was based on seasonal ripening, but hunting, gathering, and fishing went on all year, with the greatest activity in late summer and early fall. They gathered many different staples, not depending on one crop. Seasonal harvests could be communal or personal property. Most activities and social behaviors such as status, sharing, trading, ceremonies, and disagreements were important adjuncts to the gathering and distribution of food (Sturtevant, William C., 1978).

The Nisenan occupied a territory capable of supporting relatively large, semi-permanent villages. Their subsistence focused on resources from the rivers and the riparian forests and marshes surrounding the rivers. The Washo lived a much more mobile life in smaller groups. They fished for cutthroat trout in the Truckee River and deer and mountain sheep in the surrounding mountains.

The Nisenan occupied isolated village sites on high ground in the Sacramento River and Feather River basins. Upland and foothill areas were occupied by the Nisenan throughout the year. In the mountainous areas farther east, inhabitants lived with greater mobility, spending the winter in village sites below the snow line and moving eastward to occupy small camps between the snow line and the crest during spring and summer. The Washo wintered at sheltered sites in the western Great Basin. In the spring they dispersed into the Sierra Nevada, moving west to trade with the Nisenan.

These migratory and settlement patterns have left unique archeological remains that could include a variety of culturally significant resources, such as habitation sites, burial sites, and resource procurement and processing sites. Many of these sites have been recorded at the North Central Information Center.

Descendants of the Nisenan are known to live in Placer County., These residents are themselves a link to the ethnographic heritage of this area and may provide further information concerning such cultural elements as known habitation, burial, or sacred sites.

HISTORIC PERIOD BACKGROUND

Early History

The first documented presence of North Americans of European descent in Placer County was during the 1840s. Gold was discovered on the American River at Coloma in January 1848 and again in May in the Auburn Ravine just west of Auburn. The earliest towns were Auburn (founded in 1849), Ophir (1852), and Rattlesnake (1853), and many other communities were founded soon after. Three years after the discovery of gold, Placer County was formed from portions of Sutter and Yuba counties on April 25, 1851. Auburn was selected as the county seat. Gold mining was a major industry through the 1880s, but gradually was replaced by farming, harvesting timber, and the railroad industry. Auburn was close to the spot on the American River where James Marshall made his golden discovery in January of 1848, starting the great California Gold Rush.

The economy of the County was originally based on mining of gold, and then coal, granite, iron, copper, quartz, and clay. Each of these minerals became the mainstay of a local economy and contributed to the growth of the County, Timber and agriculture became important industries based on the needs of the mining industry; by 1869, 15 saw mills produced 17 million board feet of lumber in the County.

Agriculture

Agricultural activity resulted from the need for fruit, vegetables, and flour to feed the increasing number of miners and immigrants during the gold rush. The climate and topography of the foothills proved an ideal location for growing fruit. By 1890, Placer County fruit was known nationwide, and during the 1920s, Placer County was considered the largest fruit producing area in the state. Beginning as mining towns, Loomis and Newcastle soon became booming fruit-growing centers. Penryn was founded by a Welsh miner who established a large granite quarry there. Lincoln grew into existence to support farming and ranching. After many years as a gold mining

town, Foresthill grew to become a timber industry center. Colfax began life as a railroad construction camp in 1865. In the late 1950s a disease caused “pear decline", and the lower yield of foothill ranches compared to those in the valley contributed to the demise of Placer County’s fruit industry.

Dairy farming became locally important after the decline of the fruit industry but by 1960 also had diminished significance. Other agricultural enterprises in the County have included raising beef cattle, horses, rice, sheep, turkeys, and producing honey, wine, and brandy. Only a few remaining fruit ranches still operate in the County. Neglected or abandoned orchards are a common site in the County’s rolling foothills.

Transportation

The latter decades of the nineteenth century saw several important advances in the transportation system, and many local communities were established at that time. The Central Pacific Railroad completed track from Sacramento to Roseville in 1864, and to Auburn a year later. Placer County’s growth and development was greatly enhanced by the Central Pacific Railroad, which owned alternate sections of land throughout the County. Many ranches and communities started on land purchased from the railroad, which also provided shipping depots for local agricultural products. Once a small agricultural center, Roseville became a major railroad center and grew to be Placer County's most populous city after Southern Pacific Railroad moved its railroad switching yards there in 1908.

KNOWN CULTURAL RESOURCES

Paleontological Resources

Fossil remains of prehistoric plant and animal life could be found in the sedimentary rocks and volcanic rock sedimentary materials that are present throughout western Placer County. Sediments associated with the Mehrten Formation in the Roseville area have been found to contain fossils of terrestrial vertebrates. Fossilized animal remains may also be present in caves associated with the limestone geology that can be found in the central part of the Sierra Nevada foothills.

Archaeological Resources

Placer County contains a rich cultural resource heritage that includes archeological, historical, and paleontological sites and resources. Many archeological and historical sites and resources have been identified and evaluated and are available for study and enjoyment by County resident and visitors. Given the rich heritage of the area, however, many archeological, historical, and paleontological sites and resources may remain undiscovered.

Little is currently known about large expanses of Placer County, although important archeological sites have been studied and recorded in the Truckee River Valley and the proposed Auburn Dam project area. Other minor excavations have been conducted in the Tahoe National Forest and at several sites in the Christian Valley and upper Auburn Ravine and Ophir areas. The North Central

Information Center at California State University, Sacramento, maintains records of these and other sites that are available to qualified researchers for use during the land development process.

Infrequent finds of fluted point fragments are the strongest evidence of Pre-archaic (over 8,000 years ago) occupation of the region; old sites of similar age could be found in Placer County. Nothing of the Early Archaic age (1,500-8,000 years ago) is known from Placer County west of the Sierran Crest, although there may have been occupation in the Central Valley. Habitation sites with well-built permanent houses have been found in eastern Placer County dating back to the Middle Archaic age (approximately 4,000 years ago). Smaller and less permanent settlements, as well as bedrock mortars, have been identified in Kings Beach from the Late Archaic age (2,000 years ago. Human occupation can be traced from this period without significant breaks to the indigenous inhabitants at the time of historic contact.

Although only a small portion of the land within Placer County has been surveyed for archaeological resources, numerous prehistoric and historic-era sites have been identified and recorded. The Placer County General Plan EIR indicates that roughly 18 percent of the County has been field surveyed, with surveys resulting in a total of 1,235 recorded archeological sites of all types. Assuming the remaining un-surveyed portions of the County have a similar density of sites, a minimum of 5,535 unrecorded sites can be anticipated. Except for areas of extremely rugged terrain and no water, prehistoric archaeological sites can be expected throughout the County. Most archaeological sites have been found on gentle to moderately-sloping sites below 1,500 feet within 500 feet of surface water sources (Placer County GP FEIR, 1994).

Architectural (Built Environment) Resources

Few early gold rush era buildings are left in Placer County because early miners and immigrants generally lived outside or in cloth tents. Several of the buildings, structures, and features are left from the later mining era; some of these include Griffiths granite quarry and office in Penryn (now a state landmark), the clay pits northwest of Lincoln, an abandoned kiln in the middle of the Black Oak Golf Course, the Sisley mine industrial mill outside of Penryn, and the Big Ben Mine buildings north of Lincoln. Some other mining era buildings include an adobe or rammed earth building on Virginiatown Road, a few abandoned mines like the Hathaway Mine in the Ophir District, and the Whiskey Diggings Ditch that still carries water through the foothills of western Placer County.

Many other buildings, artifacts, and properties are associated with later phases of mining activity, including mine workers' and owners' residences, warehouses, old mining buildings, gold camp sites, stamp mills, mining structures, mining ditches, and miles of stream bank dredge tailings. Two earth berms associated with an early railroad are evident in the Fruitvale District.

Structures associated with early lumber mills include old railroad trestles, tunnels, water flumes, and wooden bridges. Several buildings from this period on the Cal Ida Lumber Company property are considered locally significant.

An important early rancher, J. Parker Whitney, established the 18,100-acre Spring Valley Ranch, now known as Stanford Ranch, north of Roseville. Original rock walls, a hand-hewn granite bridge, and a mausoleum in which Whitney is buried are located at Stanford Ranch. Buildings and other

features are associated with the fruit growing industry of the County. Some of these properties include early fruit stands; the Citrus Colony House on Del Mar Avenue west of Penryn; fruit sheds in Loomis, Newcastle, Auburn, and Colfax; orchard remnants; and the palm trees that line area roads.

Numerous small Depression-era concrete bridges built by laborers from the Work Projects Administration are located throughout the County. Other historical resources include early school houses, nineteenth and early twentieth-century residences, commercial buildings and districts, community halls, churches, and cemeteries.

The DeWitt Center, north of Auburn, was a US. Army hospital built in 1944 that was later bought by the State of California and converted to a mental hospital. In the 1970s, the facility was sold to Placer County to house county offices.

Many of the historical resources mentioned above are in and around the early settlement areas of Placer County.

CONSULTATION

The traditional territory of the United Auburn Indian Community (UAIC) is located within PCTPA's planning area. A formal consultation notification pursuant to the provisions of the CEQA (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as Assembly Bill (AB) 52, was sent to the Tribal Historic Preservation Officer for the UAIC on February 12, 2025. On March 11, 2025, representatives from the Placer County Transportation Planning Agency (PCTPA) attended a joint consultation meeting initiated by Sacramento Area Council of Governments (SACOG), and United Auburn Indian Community of the Auburn Rancheria (UAIC) to discuss the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update process. This joint meeting also served as a consultation meeting between PCTPA and UAIC. UAIC representatives which attended the joint consultation meeting included Anna Starkey and Josef Fore. Staff from the respective agencies discussed coordination of their planning efforts and upcoming outreach opportunities. Furthermore, prior to this joint consultation meeting, PCTPA conducted early consultation, on July 30, 2024, and met with UAIC and SACOG to discuss the RTP development process and how PCTPA and SACOG work together on regional planning and programming and delivery of federal funds.

3.4.2 REGULATORY SETTING

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act was enacted in 1966 to protect cultural resources that are eligible to be listed on the National Register of Historic Places (NRHP). The law sets forth criterion that is used to evaluate the eligibility of cultural resources. The NRHP is composed of districts, sites, buildings, structures, objects, architecture, archaeology, engineering, and culture that are significant to American History.

Virtually any physical evidence of past human activity can be considered a cultural resource. Although not all such resources are significant and eligible for listing, they often provide the only means of reconstructing the human history of a given site or region, particularly where there is no written history of that area or that period. Consequently, their significance is judged largely in terms of their historical or archaeological interpretive values. Along with research values, cultural resources can be significant, in part, for their aesthetic, educational, cultural, and religious values.

Section 106 of the National Historic Preservation Act

Specific regulations regarding compliance with Section 106 of the National Historic Preservation Act (NHPA) state that, although the tasks necessary to comply with Section 106 may be delegated to others, the federal agency is ultimately responsible for ensuring that the Section 106 process is completed according to statute. In this case, SACOG is the agency designated by the federal government as the Metropolitan Planning Organization (MPO) to oversee the RTP and its updates and would be responsible for the Section 106 process for some projects, while Caltrans may also serve as the federal agency for others. The Section 106 process is a consultation process that involves the State Historic Preservation Officer (SHPO) throughout; the process also calls for including Native American Tribes and interested members of the public, as appropriate, throughout the process. Implementing regulations for Section 106 (36 CFR 800) detail the following five basic steps.

1. Initiate the Section 106 process.
2. Identify and evaluate historic properties.
3. Assess the effects of the undertaking on historic properties within the area of potential effects (APE).
4. If historic properties are subject to adverse effects, the federal agency, the SHPO, and any other consulting parties (including Native American tribes) continue consultation to seek ways to avoid, minimize, or mitigate the adverse effect. A memorandum of agreement (MOA) is usually developed to document the measures agreed upon to resolve the adverse effects.
5. Proceed in accordance with the terms of the MOA.

Department of Transportation Act - Section 4(f)

The Department of Transportation (DOT) Act of 1966, is set forth in Title 49 United States Code (U.S.C.). This law established that it is the policy of the United States Government to make a special effort to preserve historic sites. The Secretary of Transportation may approve a transportation program or project that requires the use of a historic site of national, state, or local significance only if: a) There is no prudent and feasible alternative to using that land; and b) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

STATE

California Register of Historic Resources

The California Register of Historical Resources (CRHR) was established in 1992 and codified in the Public Resource Code §5020, 5024 and 21085. The law creates several categories of properties that may be eligible for the CRHR. Certain properties are included in the program automatically, including: properties listed in the NRHP; properties eligible for listing in the NRHP; and certain classes of State Historical Landmarks. Determining the CRHR eligibility of historic and prehistoric properties is guided by CCR §15064.5(b) and Public Resources Code (PRC) §21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

Cultural resources, under CRHR and NRHP guidelines, are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. A cultural resource may be eligible for listing on the CRHR and/or NRHP if it:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

If a prehistoric or historic period cultural resource does not meet any of the four CRHR criteria, but does meet the definition of a "unique" site as outlined in PRC §21083.2, it may still be treated as a significant resource if it is: an archaeological artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- it contains information needed to answer important scientific research questions and that
- there is a demonstrable public interest in that information,
- it has a special and particular quality such as being the oldest of its type or the best available example of its type, or
- it is directly associated with a scientifically recognized important prehistoric or historic event.

California Environmental Quality Act

CEQA Guidelines §15064.5 provides guidance for determining the significance of impacts to archaeological and historical resources. Demolition or material alteration of a historical resource, including archaeological sites, is generally considered a significant impact. Determining the CRHR eligibility of historic and prehistoric properties is guided by CCR §15064.5(b) and Public Resources Code (PRC) §21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

CEQA also provides for the protection of Native American human remains (CCR §15064.5[d]). Native American human remains are also protected under the Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001 et seq.), which requires federal agencies and certain recipients of federal funds to document Native American human remains and cultural items within their collections, notify Native American groups of their holdings, and provide an opportunity for repatriation of these materials. This act also requires plans for dealing with potential future collections of Native American human remains and associated funerary objects, sacred objects, and objects of cultural patrimony that might be uncovered because of development projects overseen or funded by the federal government.

Furthermore, CEQA requires public agencies to consider the effects of their actions on "tribal cultural resources." PRC Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." PRC Section 21074 states:

a) "Tribal cultural resources" are either of the following:

    1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:

        A) Included or determined to be eligible for inclusion in the CRHR.

        B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

    2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Assembly Bill 52

AB 52, signed by the California Governor in September of 2014, and incorporated into the CEQA statute (PRC Section 21080.3.1), established a new class of resources under CEQA: "tribal cultural resources," defined in PRC Section 21074. Based on the understanding that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources, AB 52 established a consultation requirement that

applies to all discretionary projects for which the lead agency prepares a negative declaration, mitigated negative declaration, or environmental impact report. Specifically, within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which must be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

Assembly Bill 978

In 2001, AB 978 expanded the reach of Native American Graves Protection and Repatriation Act of 1990 and established a state commission with statutory powers to assure that federal and state laws regarding the repatriation of Native American human remains and items of patrimony are fully complied with. In addition, AB 978 also included non-federally recognized tribes for repatriation.

Health and Safety Code, Section 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

LOCAL

Placer County, and its six incorporated areas (the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis), have all adopted General Plans with goals and policies related to the conservation and preservation of cultural resource heritage including: archeological, historical, and paleontological sites and resources.

3.4.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on cultural or tribal resources if it will:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5;
- Cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5;
- Disturb any human remains, including those interred outside of formal cemeteries;
- Directly or indirectly destroy a unique paleontological resource;

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, that is:
    - Listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
    2) A resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1 (c), and considering the significance of the resource to a California Native American tribe.

IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5 (less than significant with mitigation)

Implementation of individual RTP improvement projects may occur near or in close vicinity to architectural resources (buildings/structures/features) that are 50 years old or older. Given the age of these resources, it is possible they are historically significant and eligible for listing in the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP).

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. Nevertheless, the construction of individual RTP improvement projects may lead to physical demolition, destruction, relocation, or alteration of historical resources. Any impact on architectural resources could be potentially significant and further studies would be required to determine the level of significance of an impact. Implementation of following mitigation measure would reduce potential impacts to historical architectural resources to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-1: *During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.*

If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The

documentation shall be entered into the Library of Congress and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074 (less than significant with mitigation)

Implementation of most of the individual RTP improvements would be constructed within the existing rights-of-way. Improvements and modifications within existing rights-of-way would have less potential to encounter previously unknown archaeological resources relative to projects in undisturbed areas since the former right-of-way areas have already been disturbed. Improvements and modifications within existing rights-of-way still have potential to adversely affect archaeological resources, either directly or indirectly. As RTP projects are designed and reviewed by local jurisdictions, the RTP projects will undergo technical analysis to evaluate any potential impacts to cultural resources within their area of potential effect. Only a small number of individual RTP improvement projects would be constructed in previously undisturbed areas.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, damage to or destruction of archaeological resources or tribal cultural resources that are considered significant under local, state, or federal criteria would be a significant impact. Mitigation Measure 3.4-4 (see Impact 3.4-4) requires certain steps to be followed if human remains of Native American origin are discovered during construction or excavation activities.

In accordance with the requirements of AB 52, PCTPA sent a written invitation to UAIC on February 12, 2025, inviting consultation. On March 11, 2025, representatives from PCTPA attended a joint consultation meeting SACOG and UAIC. Staff from the respective agencies discussed coordination of their planning efforts and upcoming outreach opportunities. As discussed above, prior to this joint consultation meeting, PCTPA conducted early consultation, on July 30, 2024, and met with UAIC and SACOG to discuss the RTP development process and how PCTPA and SACOG work together on regional planning and programming and delivery of federal funds.

Implementation of the following mitigation measure would ensure that all subsequent RTP projects either avoid known cultural, historical, tribal, or archaeological resources, or take steps to implement amelioration methods to reduce impacts to known cultural resources. This mitigation measure would also require investigations and avoidance methods if a previously undiscovered cultural resource is encountered during construction activities. This mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-2: *During environmental review of individual RTP improvement projects, the implementing agencies shall:*

- *Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects.*

- *Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area*

- *Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.*

In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate "substantial adverse changes" to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.

Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:

- *If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.*

- *If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.*

- *The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.*

Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource (less than significant with mitigation)

Most of the individual RTP improvements would be constructed within the existing rights-of-way, which is generally considered to have less potential to encounter previously unknown paleontological resources relative to projects in undisturbed/undeveloped areas. However, improvements and modifications within existing rights-of-way still have the potential to damage or destroy undiscovered paleontological resources especially during deeper excavations.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, damage to or destruction of paleontological resources that are considered significant under local, state, or federal criteria would be a significant impact. Implementation of the following mitigation measure would ensure that all subsequent RTP improvement projects either avoid known paleontological resources, or take steps to implement amelioration methods to reduce impacts to known paleontological resources. This mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-3: *During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*

Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries (less than significant with mitigation)

Indications are that humans have occupied Placer County for at least 10,000 years and it is not always possible to predict where human remains may occur outside of formal burials. Therefore, excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal burials. Under CEQA, human remains are protected under the definition of archaeological materials as being "any evidence of human activity." Additionally, Public Resources Code Section 5097 has specific stop-work and notification procedures to follow if human remains are inadvertently discovered during Project implementation. Implementation of the following mitigation measure would ensure that all subsequent RTP project construction activities that inadvertently discovers human remains implement state required consultation methods to determine the disposition and historical significance of the discovery. This mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-4: *Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during*

construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:

- *The Placer County Coroner has been informed and has determined that no investigation of the cause of death is required.*
- *If the remains are of Native American origin, either of the following steps will be taken:*
    - *The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will 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, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.*
    - *The implementing agency or its authorized representative will retain 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 when any of the following conditions occurs:*
        - *The Native American Heritage Commission is unable to identify a descendent.*
        - *The descendant identified fails to make a recommendation.*
        - *The implementing agency or its 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.*

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This section describes the regional greenhouse gas (GHG) emissions, climate change, and impacts that could result from project implementation. Following this discussion is an assessment of consistency of the proposed project with applicable policies and local plans.

The analysis and discussion of the GHG, climate change, and energy conservation impacts in this section focuses on the proposed project's consistency with local, regional, statewide, and federal climate change and energy conservation planning efforts and discusses the context of these planning efforts as they relate to the proposed project. Disclosures of the proposed project's estimated energy usage and greenhouse gas emissions are provided.

Emissions of GHGs have the potential to adversely affect the environment in a cumulative context. The emissions from a single project will not cause global climate change; however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

No comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic.

3.5.1 GREENHOUSE GASES AND CLIMATE CHANGE

ENVIRONMENTAL SETTING

Greenhouse Gases and Climate Change Linkages

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2019, concentrations of these three GHGs have increased globally by 47, 156, and 23 percent, respectively (IPCC, 2023a).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse

effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California the transportation sector is the largest emitter of GHGs, followed by the industrial and electricity generation sectors (California Energy Commission, 2021).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 369 million gross metric tons of carbon dioxide equivalents ($MMTCO_2e$) in 2022.

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2022, accounting for 38 percent of total GHG emissions in the State. This category was followed by the industrial sector (23 percent), the electricity generation sector (including both in-state and out of-state sources) (16 percent), the agriculture and forestry sector (nine percent), the residential energy consumption sector (eight percent), and the commercial energy consumption sector (six percent) (California Air Resources Board, 2024).

Effects of Global Climate Change

According to NASA Science and the Intergovernmental Panel on Climate Change (IPCC), global climate change is not a future problem, but a current reality with far-reaching consequences (IPCC 2023b). The results of the IPCC report identify that the effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature because of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

According to the IPCC, if the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the State. The snowpack portion of the supply could potentially decline by 50 percent to 75 percent by the end of the 21st century (National Resources Defense Council 2014). This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the State; however,

since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Furthermore, sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emission levels. If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion, and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. According to the Indicators of Climate Change in California report, the impacts of global warming in California are anticipated to include, but are not limited to, those discussed below (California Office of Environmental Health Hazard Assessment 2022).

PUBLIC HEALTH

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to O_3 formation are projected to increase from 25 percent to 35 percent under the lower warming range and to 75 percent to 85 percent under the medium warming range. In addition, if global background O_3levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report identified by the IPCC indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced (IPCC, 2023b).

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90 degrees Fahrenheit (^{o}F) in Los Angeles and 95^{o}F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

WATER RESOURCES

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, increasing the risk of summer water shortages.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply. Global warming is also

projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25 percent of the water supply they need; decrease the potential for hydropower production within the State (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70% to 90%. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

AGRICULTURE

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for several of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

FORESTS AND LANDSCAPES

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large wildfires. If temperatures rise into the medium warming

range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30 percent toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90 percent.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the State. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60 percent to 80 percent by the end of the century because of increasing temperatures. The productivity of the State's forests is also expected to decrease because of global warming.

RISING SEA LEVELS

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

Energy Consumption

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are the most widely used form of energy in the State. However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 60 percent of electricity generated by 2030, and to achieve zero-carbon emissions by 2045 (as passed in September 2018, under Senate Bill (SB) 100). The 2021 SB 100 Joint Agency Report was published in 2021, which found that the long-term goals contained in SB 100 are technically achievable through multiple pathways, although achieving 100 percent clean electricity would increase the total annual electricity system cost by six percent relative to the cost under the State's Renewables Portfolio Standard requirement of having at least 60 percent clean electricity by the end of 2030. These estimates will change over time as markets change, new technologies are commercialized, and additional factors such as grid reliability are included in future analyses (California Energy Commission 2024).

Overall, in 2019, California's per capita energy usage was ranked second-lowest in the nation. California's per capita rate of energy usage has remained relatively constant since the 1970's. Many State regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State in check.

The consumption of non-renewable energy (i.e., fossil fuels) associated with the operation of passenger, public transit, and commercial vehicles results in GHG emissions that contribute to global climate change. Alternative fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

ELECTRICITY CONSUMPTION

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and a very small amount of nuclear generation resources. In 2020, nearly one-half of the electricity supply came from facilities outside of the State. Much of the power delivered to California from states in the Pacific Northwest was generated by wind. States in the Southwest delivered power generated at coal-fired power plants, at natural gas-fired power plants, and from nuclear generating stations. In 2020, approximately 41 percent of California's utility-scale net electricity generation was fueled by natural gas. In addition, about 48 percent of the State's utility-scale net electricity generation came from renewable sources, such as solar, wind, geothermal, hydropower, and biomass. Nuclear energy powered an additional 11 percent. The amount of electricity generated from coal was effectively zero. The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed by the State's RPS (US Energy Information Administration [U.S. EIA], 2022).

According to the California Energy Commission (CEC), total statewide electricity consumption increased from 228,976 gigawatt-hours (GWh) in 1990, to 262,617 GWh in 2000, which is an estimated annual growth rate of 1.4 percent (CEC 2025a). Statewide consumption was 274,879 GWh in 2010, an annual growth rate of 0.5 percent between 2000 and 2010. In 2022, the latest year for which data is available, statewide consumption was 287,826 GWh, an annual growth rate of 0.4 percent between 2010 and 2022. The Sacramento Area Council of Governments (SACOG) region consumed 18,789 GWh in 2022, roughly 6.5 percent of the state total. The SACOG region includes the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba as well as the 22 cities within these six counties.

OIL

The primary energy source for the United States is oil, which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. World consumption of petroleum products has grown steadily in the last several decades. In 2023, the United States consumed an average of about 20.25 million barrels of petroleum per day, or a total of about 7.39 billion barrels of petroleum (U.S. EIA, 2024). The transportation sector relies heavily on oil.

NATURAL GAS

Natural gas supplies are derived from underground sources and brought to the surface at gas wells. Once it is extracted, gas is purified and the odorant that allows gas leaks to be detected is added to the normally odorless gas. Natural gas suppliers, such as Pacific Gas & Electric (PG&E), then send the

gas into transmission pipelines, which are usually buried underground. Compressors propel the gas through the pipeline system, which delivers it to homes and businesses.

California produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest. In 2022, California consumed 11,711 million therms (CEC, 2025b). In 2022, the SACOG region consumed 535.1 million therms of natural gas, roughly 4.6 percent of the state total. PG&E is the largest publicly-owned utility in California and provides natural gas for residential, industrial, and agency consumers within the SACOG area, including Placer County.

3.5.2 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, State attainment plans, NAAQS motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. Environmental Protection Agency (USEPA) is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

In 2007, in the court case of *Massachusetts et al. vs. the USEPA et al*. (549 U.S. 497), the U.S. Supreme Court found that GHGs are air pollutants covered by the FCAA (42 USC Sections 7401-7671q). The Supreme Court held that the Administrator of the EPA must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA Administrator is required to follow the language of Section 202(a) of the FCAA. On December 7, 2009, the Administrator signed two distinct findings regarding GHGs under Section 202(a) of the FCAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite for implementing GHG emission standards for vehicles. In collaboration with the National Highway Traffic Safety Administration (NHTSA) and CARB, the USEPA developed emission standards for light-duty vehicles (2012-2025 model years), and heavy-duty vehicles (2014-2027 model years).

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The USEPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

EPAct of 2005 was signed into law on August 8, 2005, generally providing for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond

financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act (ISTEA) (49 U.S.C. § 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations (MPOs), such as SACOG, were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process was then to address these policies. Another requirement was to consider the consistency of transportation planning with federal, state, and local energy goals. Through this requirement, energy consumption was expected to become a criterion, along with cost and other values that determine the best transportation solution.

Federal Transportation Funding

SAFETEA-LU (23 U.S.C. § 507), renewed the Transportation Equity Act for the 21st Century (TEA-21) of 1998 (23 U.S.C.; 49 U.S.C.) through fiscal year (FY) 2009. SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit. SAFETEA-LU addressed the many challenges facing our transportation system today—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment—as well as laying the groundwork for addressing future challenges. SAFETEA-LU promoted more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation problems in their communities. SAFETEA-LU was extended in March of 2010 for nine months, and expired in December of the same year.

In June 2012, SAFETEA-LU was replaced by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which took effect October 1, 2012. MAP-21 was signed into law on July 6, 2012. Funding surface transportation programs at over $105 billion for FYs 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

More recently, the Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. The FAST Act provides a fully funded five-year authorization of surface transportation programs. The FAST Act builds on the changes made by the previous bill — the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act continues the Metropolitan Planning program. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program.

Following the FAST Act, in November 2021, the Infrastructure Investment and Jobs Act (IIJA), also called the Bipartisan Infrastructure Law (BIL), was signed into law, authorizing $1.2 trillion for transportation and infrastructure spending, with about half that amount for new investments and programs. The IIJA also strengthens the USDOT's Pipeline and Hazardous Materials Safety Administration's safety authority and includes provisions to fulfill its mission of protecting people and the environment by advancing the safe transportation of energy and other hazardous materials.

U.S. Federal Climate Change Policy

According to the USEPA, "the United States government has established a comprehensive policy to address climate change" that includes slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, "the Federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science." The USEPA administers multiple programs that encourage voluntary GHG reductions, including "ENERGY STAR," "Climate Leaders," and Methane Voluntary Programs. However, as of this writing, there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, the USEPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO_2 per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

The Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026

The National Highway Traffic Safety Administration (NHTSA) and the USEPA have proposed to amend certain existing CAFE and greenhouse gas emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. Under the proposal, GHG and fuel economy requirements for model years 2021 through 2026 would be frozen at model year 2020 levels, with fleet-wide requirements holding at approximately 37 miles per gallon (mpg). The USEPA also proposed to rescind California's Clean Air Act preemption waiver. This rule and ensuing litigation challenging the rule will determine what room exists for California's existing regulation of fuel economy and tailpipe emissions.

STATE

The California Legislature has enacted a series of statutes in recent years addressing the need to reduce GHG emissions across the State. These statutes can be categorized into four broad

categories: (i) statutes setting numerical statewide targets for GHG reductions, and authorizing the California Air Resources Board (CARB) to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the State; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by CARB; and (iv) statutes intended to facilitate land use planning consistent with statewide climate objectives. The discussion below will address each of these key sets of statutes, as well as Executive Orders and CARB "Scoping Plans" intended to achieve GHG reductions under the first set of statutes and recent building code requirements intended to reduce energy consumption.

Statutes Setting Statewide GHG Reduction Targets

ASSEMBLY BILL 32 (GLOBAL WARMING SOLUTIONS ACT)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006 (Health & Safety Code Section 38500 *et seq.*), also known as Assembly Bill (AB) 32 (Stats. 2006, ch. 488). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction was accomplished through an enforceable statewide cap on GHG emissions that was phased in starting in 2012. To effectively implement the cap, AB 32 directed CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

SENATE BILL 32

SB 32 (Stats. 2016, Ch. 249) added Section 38566 to the Health and Safety Code. It provides that "[i]n adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by [Division 25.5 of the Health and Safety Code], [CARB] shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." In other words, SB 32 requires California, by 2030, to reduce its statewide GHG emissions so that they are 40 percent below those that occurred in 1990.

EXECUTIVE ORDERS S-3-05, B-30-15, AND B-55-18

The 2020 statewide GHG reduction target in AB 32 was consistent with the second of three statewide emissions reduction targets set forth in former Governor Arnold Schwarzenegger's 2005 Executive Order known as S-3-05, which is expressly mentioned in AB 32 (see Health & Safety Code Section 38501, subd. (i)). That Executive Branch document included the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. To meet the targets, the Governor directed several State agencies to cooperate in the development of a climate action plan. The Secretary of Cal-EPA leads the Climate Action Team, whose goal is to implement global

warming emission reduction programs identified in the Climate Action Plan and to report on the progress made toward meeting the emission reduction targets established in the executive order.

In 2015, Governor Brown issued Executive Order, B-30-15, which created a "new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 and is established in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050." SB 32 codified this target.

In 2018, the Governor issued Executive Order B-55-18, which established a statewide goal to "achieve carbon neutrality as soon as possible, and no later than 2045, and maintain and achieve negative emissions thereafter." The order directs CARB to work with other State agencies to identify and recommend measures to achieve those goals. As discussed below, the 2022 Scoping Plan lays out a path towards achieving carbon neutrality by 2045.

SENATE BILL 350

SB 350 (Stats. 2015, Ch. 547) added to the Public Utilities Code language that puts into statute the 2050 GHG reduction target identified in Executive Order S-3-05, albeit in the limited context of new state policies (i) increasing the overall share of electricity that must be produced through renewable energy sources and (ii) directing certain State agencies to begin planning for the widespread electrification of the California vehicle fleet. Section 740.12(a)(1)(D) of the Public Utilities Code states that "[t]he Legislature finds and declares [that] … [r]educing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification." Furthermore, Section 740.12(b) states that the California Public Utilities Commission (CPUC), in consultation with CARB and the California Energy Commission (CEC), must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, … and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

ASSEMBLY BILL 1279

In September 2022, the Legislature enacted AB 1279 (Stats. 2022, Ch. 337), declaring the policy of the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Statutes Setting Target for the Use of Renewable Energy for the Generation of Electricity

CALIFORNIA RENEWABLES PORTFOLIO STANDARD

SB X1-2 (Stats. 2011, 1st Ex. Sess., Ch. 1) set aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State's electricity come from renewables by 2020. This legislation applies to all electricity retailers in the State, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All these

entities were required to meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Pub. Utility Code, Section 399.11 *et seq.* [subsequently amended].) SB 350, discussed below, increases the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030. (Pub. Utility Code, Section 399.11, subd (a); see also Section 399.30, subd. (c)(2).) In 2018, SB 100 (Stats. 2018, Ch. 312) revised the above-described deadlines and targets so that the State will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. The legislation also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

Statutes and CARB Regulations Addressing the Carbon Intensity of Petroleum-based Transportation Fuels

ASSEMBLY BILL 1493, PAVLEY CLEAN CARS STANDARDS

In 2002, the Legislature enacted AB 1493 ("Pavley Bill") (Stats. 2002, Ch. 200), which directed CARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks beginning with model year 2009. (See Health and Safety Code Section 43018.5.) In September 2004, pursuant to this directive, CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year. These regulations created what are commonly known as the "Pavley standards." In September 2009, CARB adopted amendments to the Pavley standards to reduce GHG emissions from new motor vehicles. These regulations created what are commonly known as the "Pavley II standards." (See California Code of Regulations (CCR), Title 13, Sections 1900, 1961, and 1961.1 *et seq*.)

In 2012, CARB adopted an Advanced Clean Cars (ACC) program aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. This historic program, developed in coordination with the USEPA and NHTSA, combined the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The regulations focus on substantially increasing the number of plug-in hybrid cars and zero-emission vehicles in the vehicle fleet and on making fuels such as electricity and hydrogen readily available for these vehicle technologies. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018 through 2025 model years. (See CCR, Title 13, Sections 1900, 1961, 1961.1, 1961.2, 1961.3, 1965, 1968.2, 1968.5, 1976, 1978, 2037, 2038, 2062, 2112, 2139, 2140, 2145, 2147, 2235, and 2317 et seq.)

Statute Intended to Facilitate Land Use Planning Consistent with Statewide Climate Objectives

CALIFORNIA SENATE BILL 375 (SUSTAINABLE COMMUNITIES STRATEGY)

This 2008 legislation built on AB 32 by setting forth a mechanism for coordinating land use and transportation on a regional level for the purpose of reducing GHGs. The focus is to reduce miles traveled by passenger vehicles and light trucks. CARB is required to set GHG reduction targets for each metropolitan region for 2020 and 2035. Each of California's metropolitan planning organizations then prepares a sustainable communities strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning. Once adopted by the metropolitan planning organizations, the SCS is to be incorporated into that region's federally enforceable regional transportation plan. If a MPO is unable to meet the targets through the sustainable communities strategy, then an alternative planning strategy must be developed that demonstrates how targets could be achieved, even if meeting the targets is deemed to be infeasible.

Climate Change Scoping Plans

2022 SCOPING PLAN UPDATE

In accordance with AB 32, CARB developed the first Scoping Plan in 2008 to outline the State's strategy to achieve 1990 level emissions by year 2020. In May 2014, CARB released and adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012. A newer version of the Scoping Plan was then adopted by CARB in December 2017 (entitled *California's 2017 Climate Change Scoping Plan*). Lastly, the most recent version of the Scoping Plan was adopted by CARB in November 2022 (entitled *Final 2022 Scoping Plan for Achieving Carbon Neutrality*) (2022 Scoping Plan), which was designed consistent with the long-term GHG reduction targets embedded in AB 1279. Since adoption of the 2008 Scoping Plan and the subsequent updates in 2014, 2017, and 2022, State agencies have adopted programs identified in the plan, and the Legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Building Standards (e.g., CALGreen and the 2022 Building and Energy Efficiency Standards), zero carbon electricity by 2045, and changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars).

Statutes Intended to Reduce Emissions of Short-lived Climate Pollutants

SB 605 AND SB 1383

SB 605 (2014) required CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the State, and SB 1383 (2016) required CARB to approve and implement that strategy by January 1, 2018. SB 1383 also establishes specific targets for the reduction of short-lived climate pollutants (40 percent below 2013 levels by 2030 for methane and HFCs, and 50 percent below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for

reductions from dairy and livestock operations and landfills. Accordingly, CARB adopted its Short-Lived Climate Pollutant Reduction Strategy (Reduction Strategy) in March 2017. The Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, methane, and fluorinated gases.

Statute Intended to Achieve Carbon Neutrality and Foster Climate Adaptation and Resilience

ASSEMBLY BILL 1757

AB 1757 (September 2022) requires the California Natural Resources Agency (CNRA) to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2024, and are established to support the State's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Building Code Requirements Intended to Reduce GHG Emissions

CALIFORNIA ENERGY CODE

The California Energy Code (CCR Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency results in decreased GHG emissions because energy efficient buildings require less electricity and thus less consumption of fossil fuels, which emit GHGs. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent Title 24 standards are the 2022 Title 24 standards. Buildings permitted on or after January 1, 2023, must comply with the 2022 Standards. The California Energy Commission updates the standards every three years. The CEC estimates that the 2022 Title 24 standards will reduce 10 million metric tons of GHG over 30 years. When compared to the 2019 Title 24 standards, the 2022 update focuses on: encouraging electric heat pump technology and use; establishing electric-ready requirements when natural gas is installed; expanding solar photovoltaic (PV) system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.

CALIFORNIA GREEN BUILDING STANDARDS CODE

The purpose of the California Green Building Standards Code (CalGreen) (CCR Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. CalGreen, which became effective on January 1, 2011, instituted mandatory minimum environmental performance

standards for all ground-up new construction of commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- Tier I: 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- Tier II: 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

The latest version of CalGreen is the 2022 CalGreen Code, which became effective on January 1, 2023. Between 2010 and 2022, continuous updates and additions have been made to CALGreen, including water conservation and recycling, electric vehicle infrastructure and charging, and changes intended to eliminate conflicts with the California Energy Code, which is Part 6 of Title 24.

TITLE 20

CCR Title 20 requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

SENATE BILL 1

SB 1 (Murray) (August 2006) established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016.

SB 1 added sections to the Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for homes and businesses within 10 years of adoption and placing solar energy systems on 50 percent of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

SOLID WASTE

AB 939, AB 341, and AB 1826. In 1989, AB 939, known as the Integrated Waste Management Act (PRC Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25 percent by 1995 and 50 percent by 2000.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the State that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the State's policy goal.

AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses subject to the law decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

LOCAL

Air Quality Management District

The Placer County Air Pollution Control District (APCD), or "Air District," is a special district created by state law to enforce local, state, and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in Placer County. The APCD adopts strategies needed to improve air quality and reduce GHG emissions and ensures the Region's compliance with federal and state standards.

Sacramento Area Local Council of Governments

The SACOG Board, which is the local metropolitan planning organization that covers the six-county area in the Sacramento region, adopted the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in April 2012. An update to the 2012 MTP/SCS (the "2016" MTP/SCS), with a focus on implementation of the goals established in the 2012 MTP/SCS, was adopted by the SACOG Board in February 2016. A program-level EIR addressing the environmental impacts of the 2016 MTP/SCS was also prepared and certified. The SCS portion of the MTP/SCS identifies polices and strategies to reduce GHG emissions from passenger vehicles to targets set by the CARB. Pursuant to SB 375, SACOG was tasked by the CARB to achieve a seven percent per capita reduction in passenger-vehicle generated transportation emissions by 2020 and a 16 percent per capita reduction by 2035 from 2005, which the CARB confirmed the region would achieve by implementing its SCS. SACOG's 2012-2035 MTP/SCS projects (as identified in the 2012 MTP/SCS) are estimated to exceed the CARB's targets with anticipated per capita reductions of 10 percent by 2020 and 16 percent by 2035 from 2005 levels [23.0 pounds (lb) CO_2 per capita per day]. The SACOG 2016 MTP/SCS reaffirmed these targets. In March 2018, CARB established new GHG emissions reduction targets for all MPOs in the state. SACOG's GHG emissions reduction target for Year 2035 was increased from 16 percent to a conditional 19 percent. The SACOG 2035 target was reset conditionally to 19 percent based on a pilot test proposed by SACOG staff of an enhanced SCS that recognizes some of the differences between the Sacramento region and the other three large MPOs. If SACOG is not able to secure the funding and commitments to implement the proposed pilot project, CARB staff would evaluate the SCS performance against an 18 percent target. SACOG subsequently adopted a 2023 Federal MTP and received State legislative approval to extend the development of their SCS two additional years to maintain compliance with State requirements before the current 2025 MTP/SCS (i.e., 2025 Blueprint) was adopted.

SACOG Sustainable Communities Strategy (SCS)

SB 375, was adopted with the goal of reducing greenhouse gas emissions from cars and light trucks. SB 375 will make it easier for communities to build housing and transportation choices. Each region across the state is required to develop a Sustainable Communities Strategy (SCS) as part of their transportation plan. The SCS is a plan to meet the region's greenhouse gas emissions reduction target, while considering regional housing needs, transportation demands, and protection of resource and farm lands based on the best forecast of likely land use patterns across local jurisdictions. The SACOG region GHG reduction targets are a seven-percent decrease in emissions from 2005 to 2020, and a 19-percent decrease from 2005 by 2035.

The Sacramento Region Blueprint

In December 2004, the SACOG Board of Directors approved of the Preferred Blueprint Scenario for 2050, which establishes a vision for the Sacramento region's future growth. The Blueprint Project aim is to support local governments with high quality data and modeling tools, so that decisions regarding future growth and its effects on issues such as traffic congestion and air pollution could be made with the best information available.

3.5.3 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with greenhouse gas emissions if it will:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

To determine whether the proposed project would result in a significant impact on greenhouse gas emissions and/or climate change, this EIR includes an analysis of the CO_2 emissions generated by transportation-related activities within Placer County.

ENERGY CONSERVATION THRESHOLDS OF SIGNIFICANCE

Per Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact on energy use if it would:

1. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or

2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (significant and unavoidable)

PCTPA's ability to address and mitigate climate change impacts is limited primarily to policy and funding decisions related to planned roadway and alternative transportation improvements. As described above, the combustion of fossil fuels during vehicle operations is the primary source of GHG emissions in California. GHG emissions also result from the carbon dioxide, methane, and nitrous oxide that are released during the combustion of gasoline and diesel fuel in construction equipment, vehicles, buses, trucks, and trains; and the use of natural gas to power transit buses and other vehicles. As discussed previously, historical, and current global GHG emissions are known by the State of California and the global scientific community to be causing global climate change, and future increases in GHG emissions associated with the 2050 RTP could exacerbate climate change and contribute to the significant adverse environmental effects described previously. Furthermore, increased GHG emissions associated with the proposed RTP could impact implementation of the State's mandatory requirements under AB 32 and SB 32, which require a statewide reduction in GHG emissions to 40 percent below the 1990 level by the year 2030.

SACOG is currently developing an update to the MTP/SCS ("The SACOG 2025 MTP/SCS"), which has incorporated the RTP project list (provided in Chapter 2.0: Project Description) into its modeling forecasts. These forecasts are based on an evaluation of emission trends using the latest population, employment, and traffic estimates. SACOG has provided updated forecasts for regional transportation indicators (such as VMT and trips) and emissions (including for CO_2).

Regional Transportation Indicators

The following traffic data, including the fleet mix data, were based on the most recently available vehicle data included in the EMFAC model summary provided by SACOG. SACOG also provided some EMFAC output data directly. The EMFAC model, developed by the California Air Resources Board, is the most recent emissions model approved for use in California by the USEPA. Table 3.5-1 presents the basic traffic data summaries generated by SACOG's modeling.

TABLE 3.5-1: EMFAC ESTIMATES FOR PLACER COUNTY AND THE SACOG

YEAR	2020		2035		2050	
LOCATION	PLACER COUNTY	REGIONAL	PLACER COUNTY	REGIONAL	PLACER COUNTY	REGIONAL
Total Vehicles	332,682	1,852,884	295,204	1,625,958	324,025	1,773,838
Total VMT	10,433,162	57,013,588	11,621,549	61,189,458	12,805,101	66,301,518
Total Trips	1,759,407	9,626,534	1,527,314	8,249,058	1,692,908	9,061,151

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR PCTPA EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

As described previously, PCTPA does not have land use authority within the County or the incorporated cities; therefore, PCTPA's ability to control GHG emissions and mitigate for climate change impacts is largely limited to transportation funding decisions that may result in decreases in VMT throughout the County.

SACOG has also provided updated projects for per capita VMT in Placer County and the region, as shown in Table 3.5-2.

TABLE 3.5-2: VMT ESTIMATES FOR PLACER COUNTY AND THE SACOG REGION

YEAR	2020		2050	
LOCATION	PLACER COUNTY	REGIONAL	PLACER COUNTY	REGIONAL
Person Population	391,779	2,540,353	509,191	3,120,053
Per Capita VMT	20.0	17.1	18.4	15.8
% Reduction from 2020	N/A	N/A	-7.9%	-7.8%

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR PCTPA EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

Emission Estimates: EMFAC Outputs

Energy Consumption: SACOG has also provided updated projections for vehicle fuel consumption in Placer County. Vehicle fuel consumption was projected from a baseline year of 2020 through year 2050. Table 3.5-3 shows the vehicle fuel consumption in gallons per day for this period. The projection shows an increase in total fuel consumption from approximately 421 (1000/gallons/day) in 2020 to 495 (1000/gallons/day) in 2050. The trend is increasing for the planning horizon, which is related to a projected increase in County-wide VMT because of projected growth. It is noteworthy

that the rate of increase in fuel consumption is not linearly correlated to the rate of increase in vehicle miles traveled. This is an indication that the vehicle fleet is expected to become more fuel efficient throughout the planning horizon.

TABLE 3.5-3: PLACER COUNTY VEHICLE FUEL CONSUMPTION (THOUSAND GALLONS PER DAY)

ANALYSIS YEAR	*GASOLINE CONSUMPTION (1000GAL/DAY)*	*DIESEL CONSUMPTION (1000GAL/DAY)*	*TOTAL FUEL CONSUMPTION (1000GAL/DAY)*
2020	417.8	2.8	420.6
2050	493.5	1.5	495.0

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR PCTPA EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

GHG EMISSIONS: The regional GHG emissions analysis and forecasts for CO_2 are summarized in Table 3.5-4. The summary of emissions forecasts is provided by SACOG and can be found in (Appendix B).

As shown in table 3.5-4, CO_2 SACOG projects that emissions will increase from approximately 3,923 tons per day in 2020 to 4,630 tons per day in 2050 (the proposed project's planning horizon), a difference of approximately 707 tons per day.

TABLE 3.5-4: PLACER COUNTY GHG EMISSION ESTIMATES (TONS PER DAY)

ANALYSIS YEAR	*CO_2*
2020	3,923
2050	4,630

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR PCTPA EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

Table 3.5-5 describes existing and projected transportation-related per capita CO_2 emissions for Placer County. As shown in the table, absolute levels of transportation-related CO_2 emissions for Placer County are expected to increase from 2020 through 2050. However, per capita emissions are expected to decrease from year 2020 through 2050 by a total of approximately 9.2 percent. The long-term overall decrease in per capita emissions can be attributed to increasing vehicle fuel economy, as provided by the Pavley Bill (AB 1493) and other measures, as well as expected technology improvements over this period. It should be noted that the results in Table 3.5-5 do not account for off-model adjustments that could further reduce per capita emissions over time.

TABLE 3.5-5: PLACER COUNTY TRANSPORTATION-RELATED PER CAPITA GHG EMISSION ESTIMATES

ANALYSIS YEAR	*CO_2 (TONS/DAY)*	*PERSON POPULATION ESTIMATE (PLACER COUNTY)*	*PER CAPITA CO_2 EMISSIONS (POUNDS/DAY)*	*PER CAPITA % CHANGE FROM 2020*
2020	3,923	391,779	20.03	N/A
2050	4,630	509,191	18.19	-9.2%

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR PCTPA EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

CONCLUSION

As described throughout the 2050 RTP, PCTPA has included numerous projects and programs to promote the use and expansion of alternative transportation systems throughout Placer County and they will continue to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT. Implementation of the mitigation measures described below would assist in the further reduction of per capita VMT levels throughout Placer County, reducing overall emissions beyond what would be expected without mitigation, which will assist in meeting the stated goals of AB 32 and SB 32. However, even after implementation of all the policies, action plans, and mitigation measures included in the RTP and this EIR, SACOG has estimated that there will be an overall increase in transportation-related CO_2 emissions generated in Placer County over the planning horizon. Therefore, this is considered a ***significant and unavoidable*** impact.

MITIGATION MEASURES

Mitigation Measure 3.5-1: *PCTPA should continue to explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. PCTPA should continue to participate and host programs that are deemed feasible by PCTPA for the region to incentivize alternative transportation modes (e.g. Spare the Air program, Commuter Club, Bikes for Bucks program, $10 Youth Summer Pass program, Walk to School Program, and Emergency Ride Home Services).*

Mitigation Measure 3.5-2: *PCTPA should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).*

Mitigation Measure 3.5-3: *Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:*

- *Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.*
- *Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.*
- *Promote efforts to reduce peak energy demand in the design and operation of RTP projects.*
- *Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.*
- *Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.*

Mitigation Measure 3.5-4: *PCTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional Climate Action Plans (CAPs) and/or General Plan policy that address climate change and greenhouse gas emissions. Some local agencies in Placer County have adopted a local CAP (Roseville, 2009 and Rocklin 2012), or are in the process of preparing a local CAP to address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:*

- *Baseline inventory of GHG emissions from community and municipal sources.*
- *A target reduction goal consistent with Assembly Bill (AB) 32 and Senate Bill (SB) 32.*
- *Policies and measures to reduce GHG emissions.*
- *Quantification of the effectiveness of the proposed policies and measures.*
- *A monitoring program to track the effectiveness and implementation of the CAP(s).*

PCTPA's role in the development of local and regional CAPs should include:

- *Assistance in seeking and securing funding for the development of local and regional CAPs.*
- *Collaboration with local and regional agencies throughout their respective planning processes.*

Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (less than significant)

As described previously, the State Legislature and the global scientific community have found that global climate change poses significant adverse effects to the environment. To mitigate these adverse effects the State Legislature enacted AB 32 and SB 32, which require statewide GHG reductions to 40% below 1990 levels by 2030.

While AB 32 and SB 32 target the reduction of statewide GHG emissions, SB 375 is the implementing legislation that establishes regional GHG emission reduction targets. AB 32 and SB 32 do not specify that the emissions reductions should be achieved through uniform reduction by geographic location or by emission source characteristics. It is generally accepted that significant GHG emission reductions are more achievable in larger urban and metropolitan areas, compared to rural areas. As such, CARB established reduction targets principally in urban and metropolitan areas of California.

On March 22, 2018, CARB approved updated GHG reduction targets for each of the 18 metropolitan planning organizations (MPOs) in California. Each MPO is required to prepare a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

Placer County is covered under the SACOG MTP/SCS, which is subject to SB 375 or the emission reduction targets established by CARB. The 2050 RTP will become the Placer County portion of the SACOG MTP/SCS. The 2050 RTP includes policies to ensure consistency with SACOG's GHG reduction targets including requirements that PCTPA work with SACOG and the APCD to evaluate the impacts

of each transportation plan and program on the attainment of regional GHG emission reduction targets, and to continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, through programs and strategies, to reduce the carbon intensity of the transportation system.

As stated previously, PCTPA does not have land-use planning authority within Placer County to control population growth, which is directly responsible for a large portion of the increases in GHG emissions. However, PCTPA does coordinate with the local land use agencies and support transportation funding decisions that result in improvements and efficiencies in the transportation systems. An overreaching goal for this coordination effort is to minimize VMT and trips per capita throughout the County, which ultimately translates into improvements of GHG emissions per capita.

As discussed above, implementation of the 2050 RTP would not conflict with AB 32, SB 32, or SB 375. SACOG's plans, policies and regulations have been adopted for the purpose of reducing the emissions of greenhouse gases in Placer County. The 2050 RTP, pending approval by SACOG, will be incorporated into and ultimately aid in the implementation of SACOG's MTP/SCS, Therefore, this impact is considered ***less than significant***.

Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency (less than significant)

The State CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix F of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered "wasteful, inefficient, and unnecessary" if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The proposed project includes transportation improvement projects. The amount of energy generated by the proposed project is difficult to estimate, since it would correlate to the number, size, and type of transportation improvement projects implemented over the course of the 2050 RTP. Reductions in on-road operational vehicle energy consumption would occur due to reductions in VMT that may occur due to improving the travel efficiency through the development of 2050 RTP

projects. Other major sources of proposed project energy consumption include fuel used by vehicle trips generated during proposed project construction activities (both on- and off-road).

The proposed project would be responsible for conserving energy, to the extent feasible, and relies heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures. The proposed project would comply with all applicable federal, state, and local regulations regulating energy usage. For example, the electricity and natural gas utility companies are responsible for the mix of energy resources used to provide electricity for its customers and are in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. For example, PG&E is expected to achieve at least a 40-percent mix of renewable energy resources by 2030. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. Furthermore, as described previously, the sustainability features of the proposed project that are incorporated into the project design would further reduce proposed project energy consumption. The proposed project would also comply with the planning documents described previously within this section.

As a result, the proposed project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed project including construction, operations, maintenance, and/or removal. The electricity providers to the site maintain sufficient capacity to serve the proposed project. The proposed project would comply with all existing energy standards, including those established throughout the relevant jurisdictions within Placer County, as described under Impacts 3.5-1 through 3.5-2, previously, and would not result in significant adverse impacts on energy resources. Furthermore, the proposed project includes development of new and expanded pedestrian and bicycle pathways, and enhanced public transit access, reducing the need for motor vehicle travel. The proposed project would also be required to implement the mitigation measures identified under Impact 3.5-1, which would reduce the proposed project's net energy emissions further. For these reasons, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This is a ***less than significant*** impact.

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This section describes the existing land uses in Placer County and its incorporated communities, describes the land use regulations for each jurisdiction, and evaluates the environmental effects of implementation of the 2050 RTP. No Notice of Preparation comments regarding land use and population were received.

3.6.1 ENVIRONMENTAL SETTING

EXISTING PHYSICAL ENVIRONMENT

Placer County lies adjacent to Sacramento County and extends east from the Sacramento region to the Sierra Nevada range. Placer County is part of California's historic Gold Country region, which was first settled by non-Native Americans during the early 1850's Gold Rush era. Many of the region's roadways were laid out by these early miners and settlers. At 1,506 square miles in size, Placer County is a medium size county in California and contains a wide geographic range. The County contains a combination of urban, suburban, and rural areas with a long history of agricultural activities; refer to Figure 3.6-1. Incorporated municipalities within Placer County include the Town of Loomis and Cities of Roseville, Lincoln, Rocklin, Auburn, and Colfax. Placer County is considered one of the fastest growing counties in the Central Valley, with the population expected to reach approximately 509,191 people by the year 2050 (SACOG, 2025).

Political Jurisdictions

City of Roseville. Roseville is the largest city in Placer County. The Sacramento Area Council of Governments (SACOG) estimated the City's 2020 population to be approximately 144,301 people (SACOG, 2025). Interstate 80 (I-80) runs through Roseville and State Route (SR-65) runs through part of the northern edge of the City.

City of Rocklin. Rocklin is the second largest city in Placer County, located approximately 22 miles from Sacramento, California, and about 6.1 miles northeast of Roseville in the Sacramento metropolitan area. In addition to Roseville, Rocklin shares borders with Granite Bay, Loomis and Lincoln. SACOG estimated Rocklin's 2020 population to be approximately 73,783 (SACOG, 2025). I-80 provides primary access to Rocklin.

City of Lincoln. Lincoln was one of the fastest growing cities over 10,000 people in the U.S, as it experienced rapid suburban development during the 2000 to 2010 period. Its 2020, population was estimated to be 51,986 people (SACOG, 2025). The City of Lincoln is accessible from SR-193 from the east and SR-65 from the south.

City of Auburn. The historic city of Auburn is located in the foothills ("Gold Country") area of Placer County. The City of Auburn is accessible from I-80 to the northwest and SR-49 to the north. Auburn is the seat of Placer County. It is known for its California Gold Rush history and is registered as a California Historical Landmark. In 2020, Auburn's population was estimated to be 13,060 people (SACOG 2025).

Town of Loomis. The town of Loomis is intersected by I-80 and is adjacent to the City of Rocklin. In 2020, the population of Loomis was estimated to be 6,595 (SACOG, 2025).

City of Colfax. The City of Colfax is a historic town, nestled in the Sierra Nevada Mountain Range, with a small population. The City of Colfax lies at the crossroads of I-80 and SR-174. In 2020, the population of Colfax was estimated to be 2,087 people (SACOG, 2025).

POPULATION, HOUSING, EMPLOYMENT, AND OTHER DEMOGRAPHICS

Placer County will continue to grow rapidly from now to 2050. The estimated total population for Placer County would increase from 391,779 persons in 2020 to 509,191 persons in 2050 (SACOG, 2025). This constitutes an increase in population in the County of 117,412 persons between 2020 and 2050, which is an estimated increase in population of 30 percent during the planning period.

Placer continues to remain a commuter-oriented county, with 67.1 percent of the workforce driving alone to work, in 2023, according to the U.S. Census American Community Survey.[1] An estimated 10.2 percent of the workforce carpooled to work, in 2023 (U.S. Census Bureau, 2025). The average daily commute time in Placer County was approximately 29.2 minutes in 2023, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. (U.S. Census Bureau, 2025). Additionally, 11.7 percent of workers had a commute that is one hour or longer each way.[2]

Population growth continues to be due in part but not limited to:

- Sacramento area jobholders taking up residence in the County, creating a market demand for interregional commute alternatives;
- Job relocations to the Sacramento area due to lower cost of doing business;
- In-migration from other cities in California, including the San Francisco Bay Area;
- An increase in the economic interaction with surrounding counties;
- The draw of regional job centers and clusters in south Placer County.

Population

Placer County population grew from 363,896 persons in 2016 to 391,779 in 2020, for an average annual rate of 1.9 percent. This is greater than the average growth rate of 1.3 percent during the 2010 to 2015 period. As such, the ongoing increase in County population growth is straining the

[1] U.S. Census Bureau, American Community Survey, Table B08006, Sex of Workers by Means of Transportation to Work, 2023. Available at: https://data.census.gov/table/ACSDT1Y2023.B08006?t=Commuting&g=040XX00US06_050XX00US06061 Accessed May 2025.

[2] U.S. Census Bureau, American Community Survey, Table S0804, Means of Transportation to Work by Selected Characteristics for Workplace Geography, 2023. Available at: https://data.census.gov/table/ACSST1Y2023.S0804?t=Commuting&g=040XX00US06_050XX00US06061. Accessed May 2025.

ability of the County to finance, deliver and maintain the infrastructure needed to support the population. For the PCTPA, the issue is transportation, but the same concerns apply to water delivery, sewer and storm water runoff, and education.

In 2020, population in Placer County was approximately 391,779 persons (U.S. Census, 2025). The most rapid growth occurred in the communities located in the western portion of the County, and the largest absolute growth occurred in the City of Roseville with a 27,883 net gain between 2016 and 2020 (SACOG, 2025). In the same time period, the population of Roseville grew 6.6 percent, compared to the overall growth of Placer County of 7.7 percent (SACOG, 2025). Between 2016 and 2020, the population of the City of Lincoln increased by 9.1 percent, Rocklin by 15.3 percent, Auburn by 0.9 percent, Loomis by 7.6 percent, and Colfax by 2.1 percent. In addition, Roseville, the largest city in Placer County, accounted for 32 percent of the absolute population growth in the County from 2016 to 2020 (SACOG, 2025).

The population of Placer County is expected to grow substantially in the coming years. According to SACOG's population projections, the County's population increase from 2020 to 2050 is approximately 391,779 persons to 509,191 persons, for an estimated increase of 30 percent (SACOG, 2025).

Housing

As indicated by population and employment trends, growth pressures are increasing at a significant rate. Placer County is a popular destination for housing because of its affordable housing prices, as compared with the San Francisco Bay Area and other parts of the Sacramento area. The growth within Placer County is focused on the development of single-family homes.

The existing SACOG forecasts housing, employment, and population for the period from 2020 to 2050. Housing within Placer County is also expected to grow substantially from 2020 to 2050. According to SACOG, dwelling units in Placer County will increase from approximately 155,919 in 2020 to 210,369 in 2050 (SACOG, 2025). This represents an increase of 34.9 percent.

Employment

The number of workers in Placer County is expected to increase from 2020 through 2050. SACOG forecasts an increase in the number of workers from 154,755 to 217,829 during this period (SACOG, 2025). This represents an increase of 40.8 percent. According to the California Employment Development Department, total employment in the Sacramento-Roseville-Arden-Arcade

metropolitan statistical area increased from 879,400 jobs in 2013 to 1,083,000 in 2023, for an increase of 203,600 jobs during this period, representing a 23.1 percent increase.[3]

A meaningful trend is suggested by the decreasing ratio of Placer County residents employed in Placer County. The American Community Survey (US Census Bureau) data indicates that 59.8 percent of Placer County's labor force worked outside Placer County in 2023, as opposed to about 63.0 percent in 2013. However, the length of the average commute remained nearly the same between 2013 and 2023, at 26 to 27 minutes.[4] Since a large share of the proposed growth in the local housing supply is concentrated in the southwest portion of the County (including Roseville and Rocklin), which is near job centers outside of the County, the proportion of locally employed residents may continue to drop in the short term. Additionally, another major reason for the increase in the proportion of Placer County's labor force working within Placer County may be the pandemic, beginning in 2019 and 2020, which resulted in a lasting decrease in employment and increased work-from-home scenarios population-wide.

3.6.2 REGULATORY SETTING

FEDERAL AND STATE

Department of Transportation Act - Section 4(f)

The Department of Transportation Act of 1966, which was previously discussed in the Biological Resources section of this EIR, is set forth in Title 49 United States Code (U.S.C.). This law established that it is the policy of the United States Government to make a special effort to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may approve a transportation program or project that requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance only if: a) There is no prudent and feasible alternative to using that land; and b) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

[3] California Open Data Portal, Current Employment Statistics (CES), Annual Average, 2025. Available at: https://data.ca.gov/dataset/current-employment-statistics-ces-annual-average/resource/c0b55f40-1b8c-41ed-a889-c5d3296395fc?filters=Area%20Name%3ASacramento--Roseville--Arden-Arcade%20MSA%7CYear%3A2023. Accessed May 2025.

[4] U.S. Census Bureau, American Community Survey, Table S0801, Commuting Characteristics by Sex, 2025. Available at: https://data.census.gov/table/ACSST5Y2013.S0801?q=commuting+outside+of+county,+placer+county,+california&g=050XX00US06061. Accessed May 2025.

California Department of Transportation

The jurisdiction of the California Department of Transportation (Caltrans) includes rights-of-way of state and interstate routes within California. Any work within the right-of-way of a federal or state transportation corridor is subject to Caltrans' regulations governing allowable actions and modifications to the right-of-way. Caltrans issues permits to encroach on land within their jurisdiction to ensure encroachment is compatible with the primary uses of the State Highway System, to ensure safety, and to protect the State's investment in the highway facility. The encroachment permit requirement applies to persons, corporations, cities, counties, utilities, and other government agencies.

LOCAL

At the local levels, a number of agencies, including the Local Area Formation Commission, Placer County Airport Land Use Commission, Placer County Transportation Planning Agency, Placer County, and the cities of Roseville, Lincoln, Rocklin, Auburn, and Colfax, and the town of Loomis all have a role in land use and planning throughout the County. The County and Cities/Town typically serve as a lead agency with the discretionary approval authority.

Local Area Formation Commission

The Placer County Local Agency Formation Commission (LAFCO) is a legislatively established commission responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify, and streamline governmental structure, and preparing a sphere of influence for each city and special district within each county. LAFCO is directed to see that services are provided efficiently and economically while agricultural and open-space lands are protected.

General Plans

California state law requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (Government Code §65300). The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

The policies of the general plan are intended to underlie most land use decisions. Pursuant to State law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan. In counties and general law cities, zoning and specific plans are also required to conform to the general plan.

Placer County and each of the incorporated Cities/Town have adopted general plans that govern the land use decisions within their respective jurisdictions. The general plans include numerous goals, objectives, policies, and implementation measures that control land uses and population growth.

Zoning

The zoning code of the County and each incorporated community is the set of detailed requirements that implement the general plan land use designations and policies at the individual parcel level. The zoning code presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Since 1971, State law has required the city or county zoning code to be consistent with the jurisdiction's general plan, except in charter cities.

Specific and Community Plans

The County or the incorporated communities may also provide additional specificity in land use planning beyond that identified in their respective General Plans by developing community or specific plans for smaller, more specific areas within their jurisdiction. These more localized plans, which are often referred to as "Master Planned Communities", provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. Specific and community plans are required to be consistent with the municipality's or county's general plan.

SACOG Regional Blueprint Process

The primary purpose of SACOG Regional Blueprint was developed to establish a coordinated long-range regional vision between transportation, land use, and the environment from an overall quality of life perspective.

In 2022, the SACOG Board of Directors adopted the regional growth projections and land use assumptions for the 2025 Blueprint, which is a strategic long-range plan for building a connected region that includes future transportation investments, affordable housing for the region's growing population, and equitable investments that give all community members access to a safe and healthy region. The 2025 Blueprint serves as the SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy for 2050, the long-range transportation plan for the six-county region. It also serves as a framework to guide local government in growth and transportation planning through 2050.

In 2025, the SACOG Board is anticipated to adopt the 2025 Blueprint as the basis for the land use on which transportation investments will be made. The 2025 Blueprint links land use and transportation planning, with $35 billion in transportation investments, based on current planning estimates, in the six-county Sacramento region over the planning period. With strategic investments in our current transportation system, it is possible to curb the growth in traffic congestion each household experiences and create opportunities for residents of the region to spend less time in their cars and protect our air quality while improving the quality of life.

3.6.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on land use and population and housing if it will:

- Physically divide an established community;
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect;
- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Physical division of an established community (less than significant with mitigation)

The majority of RTP projects would involve transportation system improvements to existing facilities, which would mostly occur within or in close proximity to existing rights-of-way. Some RTP projects will involve new facilities that will occur within or adjacent to existing communities. New facilities may include roadway widening, roadway extensions, bicycle lanes, bicycle/pedestrian paths, bridges, interchanges, and park-n-ride lots. Additionally, the 2050 RTP includes Smart Growth incentives that are intended to provide the existing land uses with a complete transportation system that has a broader level of safe transportation choices for the citizens. A complete transportation system with more safe choices provides an enhancement to the quality of life within the community.

In many cases, improvements to facilities will occur where communities are already physically divided by existing facilities, including highways, roadways, intersections, interchanges, transit routes, and airports. The 2050 RTP is intended to improve inter- and intra-regional connectivity and new or improved land use linkages. However, specific projects, such as multimodal stations, interchange improvements, and rail improvements have the potential to divide existing contiguous land uses. Because these potential improvement projects could occur within incorporated areas, cities or communities could be affected. Additionally, intersection and interchange improvements may create visual and physical barriers between adjacent land uses in cities.

Because the proposed project is a planning document and thus, no physical changes would occur to the environment, adoption of the proposed project would not directly impact the environment. It is assumed that RTP projects that affect roads and interchanges present the greatest potential for impacts regarding the division of an established community. In addition, depending on the specific location of rail transit projects, adding tracks and constructing multiple passenger rail stations could

also result in physical division of existing communities. The following mitigation measure would ensure that all RTP projects are designed to maintain the cohesiveness of the existing communities to the greatest extent feasible. Where full design mitigation is not feasible, measures would be incorporated into the design to minimize the impacts associated with project implementation. Adherence to the requirements of this mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.6-1: *Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.*

Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect (less than significant)

As described above under Regulatory Setting, each of the jurisdictions in Placer County has an adopted General Plan to guide land use and development decisions, including circulation patterns and improvements. The RTP projects will respond to growth anticipated in adopted general plans, as well as address safety and rehabilitation issues necessary to maintain the existing transportation system. The RTP projects will also enhance mobility primarily within established communities, and provide connectivity between established communities. Although the PCTPA does not have the jurisdiction to make land use decisions, the 2050 RTP includes several objectives, policies, and implementation measures intended to coordinate regional transportation planning with local planning efforts.

RTP projects are intended to be compatible with existing General Plans, including the Circulation Element and Land Use Element. Specific RTP projects, such as improvements to existing transportation corridors (mainline highway and regional street segments, interchanges, railroad underpasses and overpasses, park-and-ride lots, multimodal stations, airport taxiways, and bike and pedestrian facilities) are intended to facilitate the General Plan and are not expected to conflict with land use policies and designations. Additionally, each individual RTP project will be evaluated by the implementing agency on a project-specific level during the design and engineering stage of the process. Each RTP project will be reviewed for conformance with the general plan of the jurisdiction(s) in which the project will be located, as well as conformance with the policies of the

2050 RTP. The 2050 RTP is intended to accommodate growth envisioned by the General Plans of Placer County and its incorporated communities by providing multimodal circulation infrastructure necessary for orderly growth. The 2050 RTP includes policies that ensure consistency with local plans and regulations and a conformance review of individual RTP projects will ensure consistency with adopted policies and regulations. The 2050 RTP would not result in significant conflicts with plans, policies, and regulations adopted to mitigate an environmental effect. Therefore, this impact is considered ***less than significant***. No mitigation measures are necessary.

Impact 3.6-3: Induce substantial unplanned population growth in an area (less than significant)

Given the historical and current population, housing, and employment trends, growth in the region is inevitable. Two principal factors that account for population growth are natural increase and net migration. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation.

The 2050 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans as well as growth envisioned within the SACOG MTP/SCS. The RTP does not involve approvals associated with any development projects and does not provide infrastructure that could facilitate additional development in the region. The RTP does not induce growth beyond the growth that is planned or being planned by local jurisdictions both locally and regionally.

PCTPA does not make approvals associated with this growth and does not have the authority to make local land use decisions. However, PCTPA has included policy incentives for the local land use agencies to utilize Smart Growth principals in the development of new projects. Implementation of the 2050 RTP will have a ***less than significant*** impact on growth inducement.

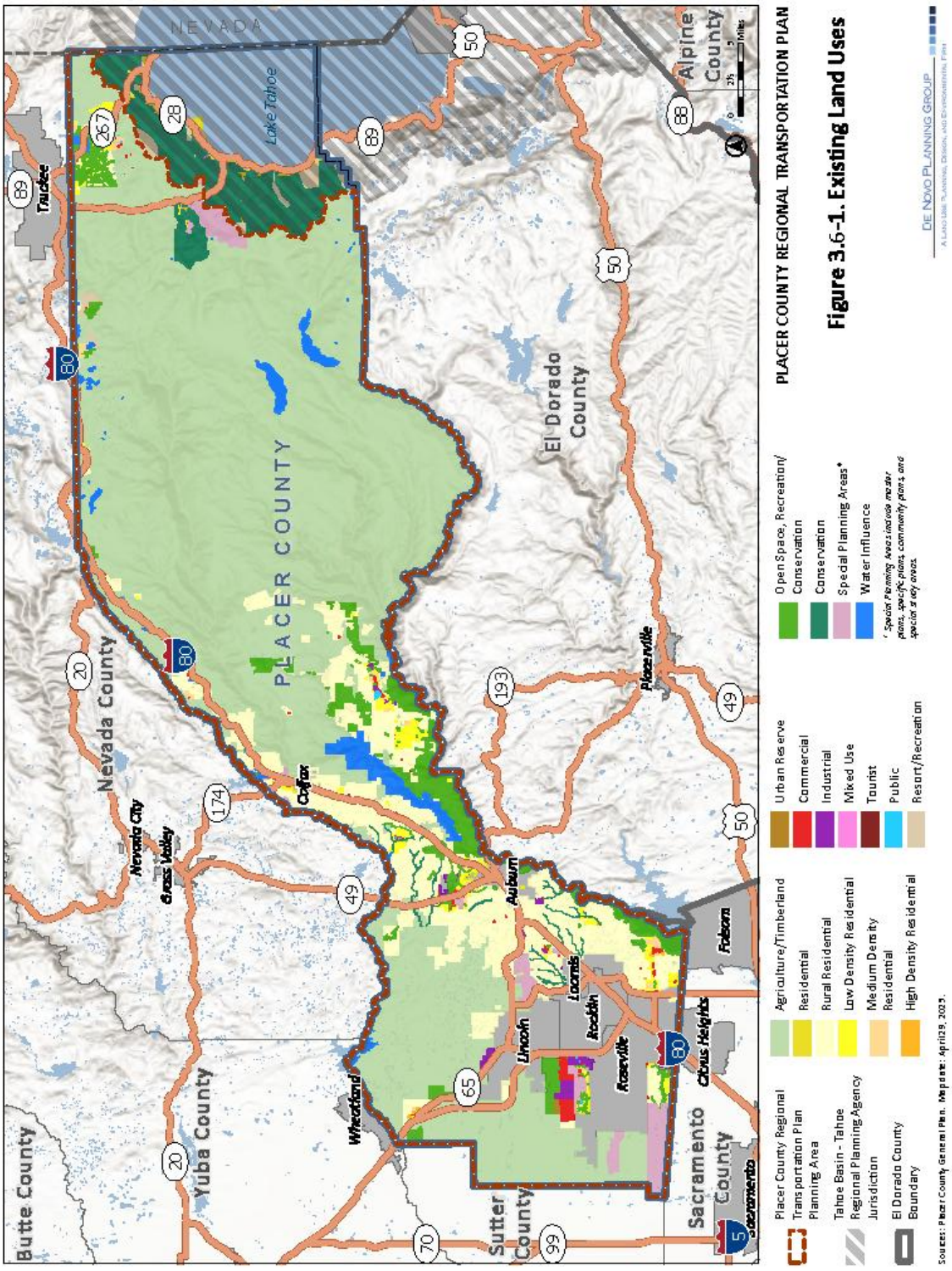
Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere (less than significant)

The 2050 RTP would not, in and of itself, displace substantial numbers of housing units or people. The majority of RTP projects involve work within or adjacent to existing rights-of-way and would not involve acquisition of land and displacement of substantial numbers of persons or housing. This is true of most highway and street widening projects, modifications to interchanges, and new railroad undercrossings and overcrossings. These transportation projects will generally not require the displacement of any residences or businesses since the right-of-way has already been acquired.

Some of the RTP projects (i.e. new highway/street segments, interchanges, park-and-ride lots, multi-modal stations, and airport taxiways improvements) may involve land acquisition. While most of the additional right-of-way acquisition is anticipated to be vacant or undeveloped land, at a few isolated urban locations the land necessary for the improvement may include existing residential units or businesses. This is anticipated to be rare and involve a limited number of residences or businesses.

State and federal law require due compensation for property taken to carry out the infrastructure projects. Also required by law, relocation and assistance must be provided to displaced residents and businesses in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act.

As noted above, RTP projects such as highways widenings, new major throughway corridors, rail corridors, airports, or other major transportation corridors would not result in displacement or relocation of a substantial number of homes, businesses, or people. Growth planned in the general plans of the jurisdictions of Placer County would result in additional housing opportunities and would more than offset any units removed in association with RTP projects. Therefore, impacts related to a substantial displacement of housing units or persons as a result of the 2050 RTP are ***less than significant***. No mitigation measures are necessary.


PLACER COUNTY REGIONAL TRANSPORTATION PLAN
Figure 3.6-1. Existing Land Uses
DE NOVO PLANNING GROUP
A Land Use Planning, Design, and Environmental Firm
NEVADA
Lake Tahoe
PLACER COUNTY
Nevada County
El Dorado County
Alpine County
Butte County
Yuba County
Sutter County
Sacramento County
Truckee
Grass Valley
Nevada City
Colfax
Auburn
Lincoln
Loomis
Rocklin
Roseville
Folsom
Placerville
Citrus Heights
Sacramento
Wheatland
0
2.5
5
Miles
Placer County Regional Transportation Plan Planning Area
Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction
El Dorado County Boundary
Agriculture/Timberland
Residential
Rural Residential
Low Density Residential
Medium Density Residential
High Density Residential
Urban Reserve
Commercial
Industrial
Mixed Use
Tourist
Public
Resort/Recreation
Open Space, Recreation/ Conservation
Conservation
Special Planning Areas*
Water Influence
* Special Planning Areas include master plans, specific plans, community plans and special study areas.
Source: Placer County General Plan. Map date: April 28, 2025.

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This section describes existing and future regional multi-modal transportation related conditions associated with implementation of the 2050 RTP. The analysis in this section addresses existing and future transportation conditions both with and without the 2050 RTP. Comment letters from Caltrans and the Placer County Community Development Resource Agency were received during the public review period for the Notice of Preparation regarding this topic.

3.7.1 ENVIRONMENTAL SETTING

The 2050 RTP is a key element in maintaining and improving the transportation system within the area of Placer County (the County) under the jurisdiction of the PCTPA, as well as responding to the transportation needs of those residing in or traveling through the area. The RTP is developed to improve traffic and transportation conditions for travelers within the planning area.

PHYSICAL SETTING

Placer County has a transportation system designed to meet the multiple needs of residents and businesses. The County is strategically positioned and provides key routes and linkages for the movement of goods throughout California and the rest of the United States. The County has one of the most well-traversed Interstate routes in the country, Interstate 80 (I-80). The County has three public airports, and is a hub for a major railroad line (the Union Pacific Railroad/Amtrak rail line). Placer County serves as a major source of housing for employees working in the Greater Sacramento Area.

Several major routes traverse the County and provide important links for employees and goods to other parts of California and beyond. These major routes include I-80, as well as State Routes (SR) 20, 49, 65, 89, 174, 193, and 267. I-80 is a high-traffic route in California, connecting to San Francisco, Sacramento, and with others cities across the U.S., including Chicago, and ultimately terminating at its easternmost point within the New York City Metropolitan Area.

The County has three airports open to the public that offer a variety of aviation services. These are the Lincoln Regional Airport, Auburn Municipal Airport, and Blue Canyon – Nyack Airport.

There is extensive existing rail service throughout Placer County. The UPRR/Amtrak rail line traverses the County east to west. Amtrak provides frequent Capitol Corridor service from Sacramento and travels westward through several counties, before terminating in San Jose. Amtrak also provides once daily round-trip service from Auburn, at its easternmost point, to San Jose. Heading east from Auburn, the UPRR/Amtrak track goes through the Placer County Sierras, before continuing further eastward through Truckee and beyond. This line is utilized for recreational passenger and freight services.

Regional public transit is provided by Placer County Transit (PCT) bus service. PCT offers fixed-route buses, intercity buses, interregional buses, and dial-a-ride services. Local bus services are provided by transit operators in most of the local jurisdictions throughout the County, including in the cities of Auburn, Lincoln, and Roseville. Bicycle routes in many areas provide additional transit alternatives.

EXISTING CONDITIONS

Commute Patterns and Travel Characteristics

Placer County's location within the Greater Sacramento area and the Lake Tahoe basin has made the County a major center for housing and recreation. Economic growth, both within the County and in areas such as Sacramento, the San Francisco Bay Area, and the Reno/Lake Tahoe region, has led to increased commuter and freight traffic within the County between these regions.

Between 2018 and 2023, the average commute for residents of Placer County remained the same at approximately 28 minutes. Most of the commute trips in Placer County are made in automobiles by persons driving alone (70 percent). Public transit, such as local and interregional bus lines, accounts for less than one percent of commute trips in the County, while carpooling represents about six percent of trips (US Census, 2025).

While public transit accounts for only a small percent of daily trips, use of public transit has been growing. Based on PCTPA's Comprehensive Operational Analysis, the recommended services plan is projected to increase transit service by Placer County Transit and Auburn Transit by eight percent and ridership by 26 percent (PCTPA, 2024). The Sacrament Area Council of Governments (SACOG) 2020 MTP/SCS additionally describes that the six-county SACOG region's public transit's mode share will more than double from 2012 to 2036. Air travel has also continued to be important in the County.

County Highways and Roadways

Placer County has an established network of roadways that serve the transportation needs of residents, visitors, and businesses. There are eight major freeways and highways in the area: I-80, SR-20, SR-49, SR-65, SR-89, SR-174, SR-193, and SR-267. These roadways are discussed below:

Interstate 80 (I-80) is a major transcontinental east/west route on the Federal Interstate System that runs in California from its western limits in the San Francisco Bay Area to the eastern California/Nevada Border. It continues eastward outside California toward the northeastern United States and terminates in New Jersey. I-80 has been designated by Caltrans in the Interregional Transportation Strategic Plan as a Gateway for people and freight movement. I-80 is also on the National Highway System (NHS) and the Strategic Highway Network (STRAHNET). The freeway in California is also part of the National Priority Network. I-80 is the predominant commercial and recreational route serving Northern California and the Sacramento Valley. It is a major truck route in California because it is the only all-weather route over the Sierra Nevada Mountain range north of SR-58 in Kern County. There is also high seasonal traveler usage from the Bay Area and Sacramento region to the mountain resort communities around Lake Tahoe. In Placer County, I-80 traverses through the cities of Colfax, Auburn, Loomis, Rocklin, and Roseville. I-80 is designated as an 'Eligible State Scenic Highway – Not Officially Designated' in the portion of the route in the north of the County, where the route juts into Placer County from the Nevada County line.

State Route 20 (SR-20) is an "ocean to mountains" route which begins at SR-1 near Fort Bragg and ends at I-80 near Emigrant Gap, weaving into Placer County just east of Blue Canyon. SR-20 is predominantly a two-lane conventional facility that serves regional, commercial, agricultural, and recreational traffic and interconnects with major routes such as I-5, SR-99, SR-70, and I-80.

State Route 49 (SR-49) is a north/south route connecting Auburn with numerous "gold country" communities in the foothills. At the south end is a connection across the American River to El Dorado County, and at the north end is a connection across the Bear River to Nevada County. It is a major arterial for both local and through traffic in these foothill counties. In fact, the portion of SR-49 between I-80 in Auburn and SR-20 in Grass Valley is identified as a high-growth rural and recreational route. SR-49 is a city street with turn lanes and traffic signals in central Auburn. The segment of SR-49 south of I-80, within downtown Auburn, has been relinquished by the State to the City of Auburn.

State Route 65 (SR-65) runs north/south connecting I-80 to Lincoln and Marysville. The route currently includes 4-lane freeway segments between I-80 and just north of West Wise Road, and between Beale Air Force Base north of Wheatland to SR-70 south of Marysville. The remainder of SR-65 is a 2-lane highway.

State Route 89 (SR-89) in Truckee and unincorporated Placer County serves as a key facility for interregional travel, providing the transition between I-80 and the primary access to the Tahoe Basin's North Shore, as well as Olympic Valley and Alpine Meadows. SR-89 also serves as a key "gateway" to the Tahoe Region and to Truckee. SR-89 is designated as an 'Eligible State Scenic Highway – Not Officially Designated' in Placer County.

State Route 174 (SR-174) extends 13.1 miles northward from I-80 near Colfax in Placer County to SR-20 in the City of Grass Valley in Nevada County. SR-174 is largely used by commuters between Auburn and Nevada County as a bypass to avoid congestion on SR-49. The route passes through mountainous terrain with grades of up to 8.8 percent. SR-174 is on the Federal-Aid Primary system and is not on the National Truck Network or Interregional Road System.

State Route 193 (SR-193) is a connector road running between Placerville on US Highway 50 and the City of Lincoln on SR-65. North of Placerville the route leaves SR-49 to serve the communities of Kelsey, Spanish Flat, and Georgetown until it connects to the town of Cool and SR-49 again. At this point the designation is abandoned in favor of SR-49 until it reaches I-80. The road then travels west from Newcastle to the City of Lincoln and the connection to SR-65. SR-193 serves as a truck route and connector road between I-80 and SR-65.

State Route 267 (SR-267) is a north-south undivided two-lane conventional highway approximately 13 miles in length that connects I-80 near Truckee in Nevada County to SR-28 near Kings Beach. The route is of local and regional significance providing access to residential, industrial, commercial, and recreational land uses and serves inter-regional, local commuter, and recreational traffic traveling between the Tahoe Basin, Martis Valley, Truckee and I-80.

Railroads

Rail service in Placer County is used to transport freight and passengers. Union Pacific Railroad (UPRR) owns the right-of-way for both types of rail service and operates freight trains through Placer County. Rail passenger service in Placer County is provided by the Capitol Corridor Joint Powers Authority (CCJPA). The ongoing focus of Placer's rail program is to enhance passenger rail service to Placer County.

The Capitol Corridor Joint Powers Authority (CCJPA) assumed management responsibility for the service in October 1998. The CCJPA manages the Capitol Corridor service through an operating agreement with Amtrak to operate daily intercity passenger rail service between Auburn and San Jose. The Capitol Corridor is an intercity passenger service that began in December 1991 with six daily trains serving a 170-mile corridor between San Jose and Sacramento. The CCJPA operates one daily round-trip between Auburn and the City of Sacramento with stops at Rocklin and Roseville.

The CCJPA released the EIR for the Third Track project. The Third Track project will provide a dedicated passenger rail line within/alongside UP ROW between Sacramento and Roseville. This would allow CCJPA to increase train service to 10 round trips per day, almost hourly service.

The California Zephyr, which runs one daily train in each direction between Chicago and Oakland, provides interstate passenger rail service with stops in Sacramento, in Placer County at Colfax and Roseville, as well as Truckee. As an interstate rail service, reservations are required for travel on the California Zephyr.

Amtrak also operates the Coast Starlight, which runs one daily train in each direction from Seattle to Los Angeles, with a stop in Sacramento. Rail freight service in Placer County is provided by the Union Pacific Railroad, with Roseville as the site of a major Union Pacific rail yard. From Roseville, lines extend northeast across the Sierra, north through the Sacramento Valley, and southwest into Sacramento and on to the Bay Area and San Joaquin Valley. The route from Sacramento through Roseville and across the Sierra is a major transcontinental rail corridor.

The Roseville yard is the largest yard west of the Mississippi. The yard was extensively rebuilt in 1997 – 1999. It is over six miles long, covers 780 acres, bridging Placer and Sacramento counties. There are about 1,000 employees. Roughly 60 trains per day pass through the yard, and up to 2,000 railcars are classified each day. It serves as a major classification facility as eastbound railcars and locomotives are organized for the substantial climb over the Sierra, and westbound railcars are redistributed for delivery to West Coast destinations. The Roseville yard also serves as the major northern California point for servicing, manufacturing, and repairing freight cars and locomotives, serving over 2,000 units per month. The yard also serves as the operating hub for local switching assignments.

Airports

Aviation facilities in Placer County include both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire, and agricultural needs. There are three general purpose airports: Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional

Airport. In addition, there are several private use airports and helipads in the County. There are no commercial service airports or military airports in Placer County.

AUBURN MUNICIPAL AIRPORT

Auburn Municipal Airport, located at 13666 New Airport Road, is owned and operated by the City of Auburn and has existed on the present site since 1934. The regional general aviation facility is located approximately three miles north of downtown Auburn. It serves as the aviation hub for the greater Auburn area and portions of eastern Placer County. The 295-acre airport and adjacent industrial park are surrounded by unincorporated areas of Placer County. Primary airport access is from Bell Road, via New Airport Road. SR-49 is approximately one mile to the west. I-80 is approximately two miles to the east.

BLUE CANYON – NYACK AIRPORT

The Blue Canyon – Nyack Airport, located at 300 Blue Canyon Road, in Alta, serves as an important emergency landing field along the western slope of the Sierra Nevada. The limited use airport is owned by the U.S. Forest Service and Placer County, and is operated by Placer County under a special use permit. The airport has existed on the site since the 1930's and is located one mile south of Emigrant Gap, midway between Auburn and Truckee. Airport access is from I-80's Blue Canyon exit.

LINCOLN REGIONAL AIRPORT/KARL HARDER FIELD

The Lincoln Municipal Airport, located at 1480 Flightline Drive, is a regional reliever facility operated by the City of Lincoln. The airport served as a former World War II military training field, becoming active as a public airport in July 1944. It is located on the western edge of the City of Lincoln, north of Nicolaus Road. Due to its proximity to major industrial and population centers in the South Placer region along SR-65 and I-80, the Lincoln Regional Airport has become an attractive alternative to the Sacramento International Airport, especially for executives of major industries in Roseville and Rocklin.

Bus Transit

Several transit systems provide services within and between the incorporated cities in western Placer County. There is a transit system that serves the Tahoe Basin area. Additionally, there is a select Caltrans/Amtrak rail connecting bus service serving the area.

PLACER COUNTY TRANSIT

Initiated in 1974, Placer County Transit (PCT) is operated by the Placer County Department of Public Works. Placer County Transit provides fixed route, deviated fixed route, dial-a-ride, and commuter bus service as well as a commuter vanpool program. The service area includes western Placer County between Alta and Auburn, Auburn to the I-80 / Watt Avenue light rail station in Sacramento, within Lincoln and out to Sierra College through Rocklin, and along SR-49 between Dry Creek Road and Downtown Auburn. Service generally operates Monday through Friday, 5:00 am to 9:00 pm; and on Saturdays from 8:00 am to 7:00 pm.

TAHOE AREA REGIONAL TRANSIT

Transit services in the North Tahoe area are primarily provided by Tahoe Area Regional Transit (TART) which is operated by the Placer County Department of Public Works. TART service differs from other transit services operated in Placer County, as it operates within the jurisdictions of multiple planning agencies including the Nevada County Transportation Commission (NCTC), the Tahoe Regional Planning Agency (TRPA), and the Placer County Transportation Planning Agency (PCTPA). TART's "mainline" route runs year-round between Tahoma on the Westshore to the Hyatt in Incline Village on SR-89 and SR-28. TART also operates year-round service on SR-89 between Tahoe City, Olympic Valley, and the Town of Truckee. Seasonal service on SR-267 was provided on SR-267 between Crystal Bay and NorthStar, through 2015, but the SR-267 service began operating year-round between Crystal Bay and the Town of Truckee in the winter of 2015. ADA complimentary taxi service is also provided along the SR-89, SR-28, and SR-267 corridors.

AUBURN TRANSIT

The City of Auburn Department of Public works operates Auburn Transit. Auburn Transit provides an on-demand/dial-a-ride service accessible via smartphone application (i.e., microstransit) on weekdays from 6:00 am to 7:00 pm, and on Saturdays from 8:00 am to 5:00 pm. There is no service on Sunday. Auburn Transit had formally discontinued their previous deviated fixed-route services in October 2024.

LINCOLN CIRCULATOR

The City of Lincoln Department of Public Works operated Lincoln Transit fixed-route and demand response service until July 1, 2015, and May 1, 2015, respectively. The City Lincoln consolidated its services with Placer County Transit to more effectively and efficiently serve the residents of Lincoln and Placer County. PCT operates the Lincoln Circulator route Monday through Friday 6:40 am to 6:35 pm and a Saturday route from 8:20 am to 4:15 pm. A peak period fixed route service supplements the Circulator Route and serves nearby schools. Demand response public transit service is also provided by PCT in connection with the countywide service.

ROSEVILLE TRANSIT

The City's transit services consist of 10 local fixed routes, in addition to nine commuter routes operating between Roseville and downtown Sacramento, which are owned and maintained by the City of Roseville. The City also provides Arrow Dial-a-Ride services citywide to the general public, as well as complimentary paratransit service. All services operate weekdays, from 5:30 am to 10:00 pm, except the Commuter service, which operates from 5:00 am to 9:00 am and from 3:30 pm to 6:30 pm. The local fixed-route service operates on Saturdays from 8:00 am to 5:00 pm, while the Arrow Dial-a-Ride operates on Saturdays and Sundays. Dial-a-Ride services operate on Saturday and Sunday from 8:00 am to 5:00 pm.

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

PCTPA designated during FY 2008/09 a new Consolidated Transportation Service Agency (or CTSA) to serve western Placer County. The CTSA is a joint powers authority, consisting of Placer County and all the cities/town within the County, and is called the Western Placer Consolidated Transportation Service Agency. WPCTSA operates the Placer Rides Program, which replaced Health Express services and My Rides programs. Placer Rides, administered by Seniors First, has two main program components: the mileage reimbursement and the last resort ride programs. Overall, the Placer Rides program makes door-to-door services available to residents throughout Placer County, including rural areas such as Sheridan, and Foresthill. The WPCTSA collaborates with Seniors First to implement these programs. The WPCTSA also operates the South Placer Transit Information (SPTI) Call Center through a contract with the City of Roseville. The Call Center is a one-stop shop for transit scheduling questions and reservations on area demand responsive services. Further, a SPTI Transit Training and Education program, administered by the City of Roseville on behalf of the WPCTSA, helps to promote public transit and provide coordinated resources for current and potential transit users in the south Placer region.

CALTRANS/AMTRAK

The San Joaquins train service, which is managed by Caltrans and operated by Amtrak, provides connecting bus service to and from Sacramento, Roseville, Rocklin, Auburn, Colfax, Truckee, Reno and Sparks, Nevada. There is also a morning bus from Roseville that meets a southbound San Joaquins train in Sacramento. The San Joaquins provides four daily round trips between Sacramento and Bakersfield, with connecting bus service to Los Angeles and numerous other points in California.

Goods Movement

Most of the goods movement in Placer County is provided by truck transportation. Trucks are defined as heavy freight vehicles which meet the Service Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code.

I-80 is one of the most important truck routes in Northern California. It is the only east/west freeway crossing of the Sierra Nevada and Cascades in the thousand miles between Bakersfield on the south and Portland on the north. According to the Caltrans District 3 Goods Movement Study (2015), I-80 West of Auburn and SR-65 experience some of some of the highest percentage of heavy-duty truck traffic within District 3.

Other Transportation

The County and PCTPA are in the process of planning and developing a bicycle network in Placer County. Many local agencies have developed Class I, II or III bicycle facilities to serve bicycle travel, and most agencies have long-range plans defining an envisioned future bicycle system.

Placer County requires developers to finance and install pedestrian walkways, equestrian trails, and multipurpose paths in new development, as appropriate. In addition, the County maintains a

listing of roadways with descriptions of right-of-way, curb, gutter and sidewalk presence, bike lane presence, and miles per hour, that is used as a reference for Placer County personnel to utilize for widening or maintenance projects. Placer County considers pedestrian safety issues in the prioritization of sidewalk maintenance projects.

LOCAL TRANSPORTATION

City of Roseville

Two highways run through the City: I-80 and SR-65 (the southern terminus of which connects to I-80). Amtrak, the national passenger rail system, provides service to Roseville at the Roseville Amtrak Station and is part of the Capitol Corridor and California Zephyr.

Roseville Transit is a public transit service overseen by the City of Roseville and operated by MV Transportation. The system provides a total of 10 regular local routes, as well as the Roseville Transit Arrow Dial-a-Ride and Roseville Transit Commuter service. There are several stops where connections may be made with the Sacramento Regional Transit District (SacRT) system and Placer County Transit.

Placer County Transit connects Roseville with the Watt/I-80 regional transit light rail station, as well as the cities of Auburn, Lincoln, Rocklin, and other cities along the I-80 corridor. The Placer Commuter Express service to Sacramento also serves the Taylor Road park and ride lot.

City of Rocklin

I-80 and SR-65 provide the primary access to Rocklin. In Rocklin, I-80 serves local travel, such as commuter traffic, as well as interstate travel including goods movement. I-80 access to Rocklin is provided via interchanges at Taylor Road (located in Roseville), Rocklin Road, and Sierra College Boulevard. Through the City of Rocklin, I-80 has three travel lanes in each direction. SR-65 also provides access to Rocklin, provided via interchanges at Whitney Ranch Parkway, Sunset Boulevard, Blue Oaks Boulevard, Pleasant Grove Boulevard (Park Drive), and Stanford Ranch Road/Galleria Boulevard.

The City of Rocklin also contains many other arterial roads throughout, including Sierra College Boulevard, Rocklin Road, Sunset Boulevard, Stanford Ranch Road, Pacific Street, Park Drive, Granite Drive, Blue Oaks Boulevard, Lonetree Boulevard, West Oaks Boulevard, Wildcat Boulevard, Whitney Ranch Parkway, and University Avenue.

For public transit, the City of Rocklin is served by PCT, which offers bus routes connections between the City of Lincoln and Sierra College, the Roseville Galleria Mall and service to and from Sacramento, with a connection to SacRT at the I-80/Watt Avenue light rail station, which is the major public passenger rail transit system serving the Sacramento Metro Area. The Placer Commuter Express is a commuter bus that travels along the I-80 corridor from Colfax to downtown Sacramento.

City of Lincoln

The City of Lincoln is accessible from SR-193 from the east and SR-65 from the south. The City also has several arterial roads, including 1st Street, 3rd Street, 5th Street, 9th Street /Nicolaus Road, 12th Street/Virginiatown Road, and H Street.

Placer County Transit operates fixed route service in the City of Lincoln, within historic Downtown Lincoln, commercial centers on Ferrari Ranch Road and Lincoln Boulevard, and along SR-65, connecting with Placer County Transit's Lincoln/Rocklin/Sierra College route at Twelve Bridges Drive. Lincoln Transit also has Dial-a-Ride services available upon request.

City of Auburn

I-80 traverses the City of Auburn, connecting the City with the rest of Placer County and beyond. SR-49 and SR-193 serve as gateways to I-80 and nearby rural communities to the north and south. Auburn Transit, which operates in the City, is an on-demand/microtransit service accessible via smartphone application. Auburn Transit connects with Placer County Transit, Capital Corridor Train, and Gold Country Stage at the Auburn – Conheim Multimodal Station. Amtrak through-bus service also stops in Auburn.

Town of Loomis

The Town of Loomis is intersected by I-80. Arterials within the Town of Loomis include King Road, Horseshoe Bar Road, Taylor Road, and Rippey Road. PCT provides public transit for the Town of Loomis, connecting the town to other parts of the County.

City of Colfax

The City of Colfax lies at the crossroads of I-80 and SR-174. Placer County Transit (PCT) has a bus route that travels to Colfax. Amtrak also provides service to the Colfax, with its passenger rail station located at 99 Railroad Street in the heart of town. Amtrak through-bus service also stops in Colfax.

TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management (TSM) is often used interchangeably with Transportation Control Measures (TCM) and Transportation Demand Management (TDM) to describe a series of techniques designed to maximize the efficiency of the existing transportation system. The emphasis of these methods is to reduce traffic congestion, delay the need for new and expensive transportation improvements, reduce the dependence on single occupant vehicles, and improve air quality. These methods generally employ techniques that are low-cost measures to reduce travel demand or improve the utilization of the existing transportation infrastructure.

TSM strategies focus on increasing the efficiency, safety, and capacity of existing transportation systems through techniques such as facility design treatments, access management programs, targeted traffic enforcement, and ITS. TCMs are focused on reducing air pollution through techniques such as alternative fuel vehicles. TDM addresses traffic congestion by reducing travel demand rather than increasing transportation capacity.

PCTPA is the Congestion Management Agency for Placer County. As such, staff works with the Placer County Air Pollution Control District (PCAPCD), local agencies, and employers to promote alternatives to drive-alone commuting. As part of these TSM efforts, PCTPA continues to implement its Congestion Management Program (CMP), which offers various sources of information on alternative transportation modes, coordinates public transit marketing campaigns for all of Placer County's transit operators, and provides cash incentives for those who participate in programs such as Spare the Air, Walk to School, and Bucks for Bikes.

The PCAPCD provides funds collected from vehicle registration fees for projects that improve air quality, including PCTPA's CMP. The PCAPCD has also funded the Freeway Service Patrol in Placer County, which reduces congestion and emission of pollutants by aiding disabled motorists on Interstate 80 between the Placer / Sacramento County line and Sierra College Boulevard. PCTPA and the PCAPCD work in partnership with the Sacramento Metropolitan Air Quality Management District to conduct the Spare the Air campaign, which educates the public about air quality issues and promotes activities and habits that will improve air quality.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) are a collection of roadway and transit management strategies, communication systems, computer technologies, electronics, monitoring instrumentation, and other applications to improve the safety, operational effectiveness, and efficiency of the existing surface transportation system. ITS is not a mode of transportation itself. Examples of ITS programs include regional traveler information, traffic signal control, transit management, ramp metering, incident management, and emergency management.

Placer County has been a part of several ITS developments over recent years. PCTPA coordinated ITS planning for El Dorado, Nevada, Placer and Sierra Counties. This effort was coordinated with the ITS planning begun by the Tahoe Regional Planning Agency (TRPA) for the Tahoe Basin. In 2002, the Tahoe Gateway Counties ITS Strategic Deployment Plan (SDP) was adopted by the four Regional Transportation Planning Agencies. It addresses the unique aspects of the rural environment where challenges include rapid changes in weather, limited alternative routes and difficulties in developing effective communication systems.

The ITS Strategic Deployment Plan for the Sacramento region was prepared by the SACOG in 2005, replacing the 1996 Early Deployment Plan and updates the Sacramento ITS Regional Architecture completed in 2001. The SDP brings the Sacramento region into full compliance with architecture requirements; provides a vision for ITS; outlines a program of low, medium, and high priority projects; identifies probable costs; and establishes a plan for managing, integrating, and operating the ITS elements in the region. The SDP also incorporates recent efforts to demonstrate the interrelation between land use and transportation improvements, and address ways in which advanced technologies can improve both mobility and air quality in the region.

SAFETY & SECURITY

Congress emphasized the need for a more collaborative approach to safety and security when it passed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21st Century*

(SAFETEA-LU) in August of 2005. SAFETEA-LU included two new planning factors related to safety and security that must be addressed: safety and security. The Moving Ahead for Progress in the *21st Century Act* (MAP-21) was signed into law in June of 2012 as a funding reauthorization for federal transportation projects and it continues to emphasize the planning factors described under SAFETEA-LU. MAP-21 has since been reauthorized three additional times: first in July 2014 through the Highway and Transportation Funding Act of 2014, next in May 2015 through the Highway and Transportation Funding Act of 2015, and finally in July 2015 through the Surface Transportation and Veterans Health Care Choice Improvement Act of 2015, which extends MAP-21 authorization to October 29, 2015.

Fatal and Injury Collision Statistics

During 2012, the State of California had a total of 162,454 fatal and injury traffic collisions: 2,758 were fatal and 159,696 were injury. This was the lowest number of fatal collisions in California since 1945 (2,760) and the lowest number of injury collisions in California since 1969 (159,927). Additionally, during 2012 there were 0.92 persons killed and 69 persons injured for every 100 million vehicle miles of travel throughout the state. These are the lowest mileage death and mileage injury rates on record.

Transportation Security

Transportation security refers to the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users. Placer County is susceptible to many types of potentially disastrous incidents. These incidents could include major transportation accidents, natural disasters (earthquake, floods, and wildfires), sabotage, civil unrest, hazardous material spills, criminal activity, or acts of terrorism.

The transportation system in Placer County will play a critical role in responding to such incidents. The transportation system allows access to first responders, can provide detours to navigate around incidents, and serve as evacuation facilities.

3.7.2 REGULATORY SETTING

FEDERAL

The Moving Ahead for Progress in the 21st Century Act (MAP-21)

The Moving Ahead for Progress in the 21st Century Act builds upon the SAFETEA-LU requirements established in 2005. The adoption of this latest Federal Transportation Authorization Act in 2012 - Moving Ahead for Progress in the 21st Century Act (MAP-21), made changes to several funding programs. For transit, the FTA 3038, 5308, 5316, 5317, 5320, and 5339 (Alternatives Analysis) were all repealed, the FTA 5307, 5310 and 5311 programs were modified and the FTA 5324, 5329, 5337 and 5339 (Bus and Bus Facilities) were enacted. For other types of transportation, several programs were combined into the new Transportation Alternatives Program (TA).

National Environmental Policy Act (NEPA)

The National Environment Policy Act of 1969 (NEPA) requires federal agencies to assess the possible environmental consequences of projects which they propose to undertake, fund, or approve. While the RTP is not subject to NEPA, individual federally-funded programs or projects requiring federal approval will be subject to a NEPA evaluation at the time of project implementation.

STATE

The State requirements largely mirror the federal requirements and are primarily reflected in Government Code Section 65080. The California Transportation Commission (CTC) adopted updated RTP guidelines in January 2024, that are consistent with federal requirements in SAFETEA-LU and California Senate Bill (SB) 375.

Regional Transportation Plan (RTP) Requirements

State planning guidelines call for the adoption and submittal of a RTP to the CTC and Caltrans every four years for nonattainment regions. If the current RTP is determined to be adequate such that an update is not warranted, an MPO may re-adopt the current RTP. The Government Code requires that the RTP address three distinct elements: a policy element, an action element, and a financial element. A public hearing must be noticed and held prior to adopting the RTP. Additionally, the RTP must comply with the following provisions:

- Compliance with CEQA;
- Consistency with the State Transportation Improvement Program;
- Use of program level performance measures that include goals and objectives; and
- Development of three specific elements in the RTP including a policy element, an action element, and a financial element.

Assembly Bill 32 and Senate Bill 375

In 2006, the California State Legislature passed Assembly Bill (AB) 32—The Global Warming Solutions Act of 2006—which requires the State to reduce greenhouse gas (GHG) emissions to 1990 levels no later than 2020. This legislation directly affects MPOs due to the heavy percentage of GHG emissions from the transportation sector; according to the California Air Resources Board (CARB), the transportation sector contributes over 40 percent of the GHGs throughout the State.

In 2008, the State of California adopted SB 375. This bill is intended as an implementation tool for AB 32 to lower GHG emissions from passenger vehicles by reducing VMT through transportation and land use strategies. SB 375 will play a key role in California's efforts to reach the GHG reduction goals set out in AB 32.

SB 375 required CARB to provide each region with GHG reduction targets (or for each region to submit an ambitious but achievable target) by September 2010, and required MPOs to adopt a Sustainable Communities Strategy (SCS) as part of future RTPs to achieve these GHG targets. An

SCS is an integrated land use and transportation plan that can be modeled to quantitatively demonstrate its compliance with GHG emission reduction goals. SACOG is the MPO for the six-county Sacramento region and PCTPA's planning area falls within the SACOG planning area. SACOG adopted GHG reduction targets of a seven percent overall reduction in GHGs from 2005 to 2020 and a 16 percent reduction from 2005 to 2035. This document evaluates the effects of the RTP on transportation-related GHG emissions as called for in AB 32 and in the most recent CEQA guidelines.

SACOG MTP/SCS

A Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is a long-range (at least 20-year) regional plan for transportation projects, such as bikeway, road, sidewalk, and transit projects. To provide people with a variety of efficient transportation options, an MTP/SCS considers where jobs, housing and services are located both today and in the future. The plan also includes a financial forecast that shows that the transportation projects in the plan can reasonably be funded over the course of 20 years. The major outcomes of the MTP/SCS include improving air quality, reducing traffic congestion, and reducing greenhouse gas emissions.

SACOG must maintain and update the MTP/SCS at least every four years. All transportation projects that receive state or federal funding must be included in the plan, and therefore SACOG works closely with its 22 member cities and six member counties when updating the MTP/SCS. In addition to working with member jurisdictions, SACOG staff examines projections for growth in population, housing, and jobs. Staff also gathers input from a wide variety of stakeholders and the general public. The current SACOG 2020 MTP/SCS was adopted in November 2019. SACOG subsequently adopted a 2023 federal MTP, and received state legislative approval to extend the development of their SCS two additional years to maintain compliance with state requirements before the current 2025 MTP/SCS (i.e., 2025 Blueprint) was adopted.

LOCAL

Though several agencies are involved in transportation in Placer County, PCTPA has a primary role as the regional transportation planning agency. PCTPA is charged with countywide transportation services and allocates locally-generated transportation revenue.

PCTPA also works in partnership with local cities and other agencies to identify transportation needs and fund the most critical transportation improvements. In addition, since the County is in a federal nonattainment air basin, transportation and air quality planning must be coordinated.

As the Congestion Management Agency for Placer County, PCTPA worked with PCAPCD, SACOG, and other government agencies to develop SACOG's regional CMP, which applies to Placer County. Through this regional CMP, PCTPA promotes the use of alternative transportation modes including carpooling, vanpooling, telecommuting, biking, taking public transit, riding the train, or walking. Several programs, incentives, and resources are made available through the CMP that aim to get people out of their single occupancy vehicles with the goal of improving air quality and reducing traffic congestion in Placer County. Year-round programs and services include a carpool and vanpool Commuter Club, an Emergency Ride Home Program, Public Transit Services, a Transit

Training and Education program, Spare the Air Bucks program, a Summer Youth Bus Pass program, and other seasonal programs.

Placer County Active Transportation Plan

The Placer Countywide Active Transportation Plan (ATP) is intended to create a comprehensive vision that provides more opportunities for residents to safely and comfortably bike, walk, and roll around Placer County. New technology such as eBikes, along with the County's fast-growing population, has created the need to take a fresh look on how people are currently traveling and how they want to travel in Placer County. This ATP aims to develop an implementable multimodal network that improves the safety and comfort of people walking, biking, and rolling and gets people to the places they care about.

The Placer Countywide Active Transportation Plan is being developed for and in coordination with the City of Auburn, City of Colfax, City of Lincoln, City of Rocklin, Town of Loomis, and Placer County. Note that Auburn, Rocklin, and Roseville are conducting concurrent efforts on active transportation planning in their respective jurisdictions. All work on those plans is being coordinated with the Countywide ATP.

City of Roseville Active Transportation Plan

The City of Roseville has published their Draft Active Transportation Plan, which will equip the City with a practical vision for a safe, connected, and comfortable active transportation network to serve our neighbors and offers strategies and recommendations to achieve this vision. The Plan is part of Transportation 360, a City initiative to help increase human-powered mobility, improve connectivity, better service transit users, and help Roseville secure future grant funding. Goals of the City of Roseville Active Transportation Plan include the following:

- Access, Connectivity, and Multimodal Consistency: Provide a well-connected multimodal transportation network that offers safe, comfortable, and convenient mobility options for all Roseville residents and visitors.
- Safety and Comfort: Provide a safer and more comfortable environment for people walking, biking, and rolling on Roseville roads through projects, policies, and programs.
- Health, Well-Being, and Sustainability: Advance public health, environmental quality, and economic prosperity by providing appealing sidewalks, bikeways, and trails that encourage frequent use and improve access to other nonvehicle modes of travel.
- Funding, Implementation, and Maintenance: Pursue federal, state, and regional grant funding for new projects, and establish regular facility maintenance strategies.
- Education and Encouragement: Increase awareness and promote safe travel behaviors for all road users, which will encourage more walking, biking, and rolling for commuting and recreation.

City of Auburn Active Transportation Plan

The City of Auburn has received grant funding to create two plans, an Active Transportation Plan, and a Comprehensive Safety Action Plan. In partnership with the community, these plans will

create a vision and strategy to improve safety and provide more opportunities for walking and biking in Auburn.

Placer General Plan

The Placer County General Plan, Transportation and Circulation Element, includes the following overarching goals and policies related to the transportation planning and policies in the County:

STREETS AND HIGHWAYS – GOAL 3.A:

- To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.

TRANSIT/ALTERNATIVE MODES OF TRANSPORTATION – GOAL 3.B:

- To promote a safe and efficient mass transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Placer County.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) – GOAL 3.C:

- To maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the County's roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles; and 4) increase the energy-efficiency of the transportation system.

NON-MOTORIZED TRANSPORTATION– GOAL 3.D:

- To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.

GOODS MOVEMENT – GOAL 3.E:

- To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

AIR TRANSPORTATION – GOAL 3.F:

- To promote the maintenance and improvement of general and commercial aviation facilities within the parameters of compatible surrounding land uses.

3.7.3 IMPACTS AND MITIGATION MEASURES

Impacts associated with the 2050 RTP have been analyzed based upon full implementation of the Tier 1 projects anticipated to be completed by the year 2050. Due to the regional nature of the RTP, the CEQA analysis focuses on those impacts that are anticipated to be potentially significant on a regional system-wide level. As individual projects near implementation, it will be necessary to undertake project-specific environmental assessments before each project is approved and

implemented. If necessary, mitigation measures to offset potential adverse environmental impacts resulting from those projects will be implemented. Because this is a programmatic level environmental document, the analysis is based on the multi-modal projects collectively, rather than impacts associated with each mode of travel individually. The model results in this Draft EIR are used to analyze regional transportation through 2050 and are not intended to be used to plan local roadway improvements or to provide the level of detail necessary to analyze impacts of development projects.

Implementation of the 2050 RTP would support several transportation projects throughout the County. Some of the projects involve capacity expansion (such as widening roadways, building new roadways, adding turn lanes at intersections, etc.), while others involve safety enhancements or maintenance (such as roadway rehabilitation, seismic bridge replacements, and the like). Due to the nature of these projects, transportation- and circulation-related impacts could result from construction activities, as well as from the ongoing operation of the completed facilities. Construction activities would generally result in temporary impacts to the adjacent land uses and the traveling public. The long-term operation of these facilities may have both beneficial and adverse impacts; the new roadway capacity may result in reduced congestion and smoother traffic flows at higher speeds, but it also has the potential to encourage additional traffic in the County, which could result in increased vehicle emissions and other environmental impacts.

By 2050, implementation of the proposed RTP would result in a land use pattern and transportation network that is different from existing conditions. Unless otherwise stated, "existing conditions" in the proposed RTP refers to conditions in the baseline year of 2020. The proposed RTP uses 2020 because it is the most recent year for which comprehensive land use, demographic, traffic count, and VMT data are available for the SACOG region.

Travel Demand Forecasting Model

PCTPA utilized SACOG's regional travel demand model to compare the proposed 2050 RTP for 2050 conditions to the 2020 baseline conditions. SACOG's primary model is the Sacramento Regional Activity-Based Simulation Model or "SACSIM." SACOG periodically updates and improves SACSIM, and releases versions of the model and data for use by member agencies when the MTP/SCS is adopted, with versions numbered according to the year the version was finalized. SACSIM23 was developed for the 2025 Blueprint and was released in June 2025, and this version includes the updated project list for the RTP.[1]

SACSIM includes four sub-models for predicting travel demand. The major sub-model is "DAYSIM," which is an advanced-practice activity-based tour sub-model for predicting household-generated travel. DAYSIM is a demand micro-simulation, which represents travel activities as tours, or series of trips, connecting the activities a person engages in during a normal day. DAYSIM allows more detailed representation of key factors influencing household-generated travel, such as detailed

[1] Sacramento Area Council of Governments, SACSIM Travel Demand Model, 2025. Available at: https://www.sacog.org/planning/data-resource-center/travel-demand-model/travel-model-documentation/sacsim23. Accessed June 2025.

characteristics of land use in the region, age of residents, household income, cost of fuel, and other factors.

SACSIM also includes a more conventional, state-of-practice sub-model for predicting commercial vehicle travel. Two classes of commercial vehicles are modeled: two-axle commercial vehicles, and three-plus-axle commercial vehicles. Two-axle commercial vehicles include a wide range of vehicles, ranging from a passenger vehicle, which might be used to transport a computer repair person and their tools and equipment to an office to perform a repair, to a relatively small truck delivering produce to a restaurant or store. Three-plus-axle commercial vehicles also include a wide array of vehicles, ranging from medium-sized delivery trucks to large, five-axle tractor-trailer combinations. The common element tying these vehicles together is that they are used to transport goods and services and are not used for personal (household-generated) travel.

SACSIM also includes state-of-practice sub-models for predicting air passenger ground access to the Sacramento International Airport, and for predicting external travel (including travel by residents of the region to locations outside the region, residents outside the region traveling to locations within the region, and travel that goes through, but does not stop within, the region).

Vehicle or transit passenger trips are assigned to detailed computer representations of the region's highway and transit networks using state-of-practice software and programs. The resulting assignments are used for evaluation of VMT on roadways, congested travel on roadways, and travel on the region's transit system.

The analysis period of SACSIM is a "typical weekday." A typical weekday is intended to represent weekday conditions during a non-summer month (i.e., a period when most workers are at work, rather than on vacation, and when schools are normally in session). Where annual or other time periods are required, typical weekday estimates of travel are scaled up to represent those time periods.

SACSIM is adjusted to capture observed travel behavior in the base year (2020). The process of measuring the degree to which the model captures observed travel in the base year is known as "validation." This step is undertaken in compliance with guidelines provided by the California Transportation Commission (CTC 2017). In addition to validation, sensitivity testing is performed to ensure that SACSIM is appropriately sensitive to key factors affecting travel (e.g., cost of travel, household income, age, etc.).

For impact analysis, all impacts and thresholds are defined as differences or changes between the baseline (2020) and the RTP horizon year (2050). If base year observed data are available for a performance measure, SACSIM estimates of baseline-to-2050 change are applied to the baseline observed data to estimate 2050 totals. If observed data for baseline are unavailable for a performance measure, SACSIM estimates are used directly to estimate baseline and 2050 totals.

The performance metrics developed for the PCTPA's RTP are listed below:

- Total daily VMT and VMT per capita
- Weekday congested VMT by facility type

- Total vehicle hours of delay (VHD) and VHD per capita
- Roadway lane miles by functional classification
- Average travel speed by facility type
- Peak hour excessive delay
- Maintenance funding per lane mile
- Bikeway miles by facility class and Bikeway Facility Miles per Capita
- Bicycling and Walking Trips per Capita
- Congested lane miles for major goods movement corridors
- Weekday trips by mode
- Non-auto trips per capita
- Average trip length by mode
- Transit Coverage (Persons within one-half mile of a transit stop)
- Transit Ridership Forecasts per Capita

Potential Limitations to Travel Demand Model

While the SACSIM model represents ranges from state-of-practice to advanced-practice in travel modeling, travel behavior and the transportation systems are changing quickly in response to emerging trends, new technologies, and different preferences. Some of the new travel options and technologies emerging in the SACOG region are discussed below. Additionally, information about how technology is affecting travel is accumulating over time. Some of these emergent changes that could influence future travel forecasts include:

- Substitution of internet shopping and home delivery for some shopping or meal-related travel.
    - The 2018 Sacramento Household Travel Survey (SHTS) showed that adults reported receiving a home delivery of a package on 17 percent of the travel days in the survey—and additional 4 percent received packages at work, food deliveries at home, etc. How these percentages compared to earlier years is not known.
    - NHTS showed the number of online purchases with home delivery doubling between 2009 and 2017, from about 2.5 to 4.9 per household per month (FHWA 2018).
    - Comparisons of 2017 to 2009 NHTS data show that nationally, non-work trips per household declined by 11 percent. Most of that decline is attributed to lower rates of shopping trips and other family-related errands (FHWA 2018).

- Substitution of telework for commute travel
    - The 2018 SHTS showed that 17 percent of the respondents reported working at home at least one day per week.

- New travel modes and choices
    - TNCs, car share, bike share, scooter share, and on-demand micro transit have increased the travel options available to travelers in the SACOG region and have contributed to changes in traditional travel demand relationships. As noted above,

the current share of resident trips served by TNCs is less than one-quarter percent, and future growth depends on TNCs developing a sustainable business model.

- Automated Vehicles (AV)
    - Both passenger vehicles and commercial vehicles and trucks are evolving to include more automation. AVs are those vehicles in which at least some aspect of a safety- critical control function (e.g., steering, throttle, or braking) occurs without direct driver input Research, development, and deployment testing is proceeding on full AV, for which no human driver would be required, and the vehicle itself can navigate the roadways to take people or goods where they need to go. Forecasts of how quickly research, development, and deployment testing will transition to full deployment and marketing of fully AV vary widely both on the pace of the transition, and the market acceptance of fully autonomous operation. More uncertainty exists for the behavioral response to AVs. In terms of impact on the transportation system and the environment, a scenario of concern would be one in which AVs are privately owned, like the present, but the automated function of the vehicles would entice users to travel more. Examples of this phenomenon could include:
        - Vehicles are repositioned to serve different members of a household (e.g., have a car drop a worker at their workplace, then drive back home empty to serve another trip, such as a student going to school). The repositioning of driverless vehicles could add significantly to traffic volumes and VMT.
        - The time spent in a vehicle is reevaluated by travelers, resulting in an increase in the willingness to make longer trips. For example, if a person could read or do work in a vehicle instead of focusing on driving, they might be willing to commute longer to work. Conversely, a worker who prefers to live in a rural area, but is unwilling to drive far enough to act on that preference in a conventional vehicle, may be willing to do so in an AV.
        - There may be an increasing willingness to drive more to avoid parking costs or tolls. For example, a person going to a sporting event in an area that charges for parking may use an AV to be dropped off at the venue, with the AV repositioning to an area that does not charge for parking.

- Connected Vehicles
    - Connected vehicles (CVs) can communicate wirelessly with its surroundings, including other vehicles, bicyclists, pedestrians, roadway infrastructure (i.e., traffic signals, toll facilities, traffic management facilities, etc.), and the internet. The influence that CVs may have is still speculative but includes the potential for reductions in collisions and congestion, and greater overall network performance optimization.

SACSIM does not explicitly capture the above-mentioned new modes of travel and emerging trends in travel behavior. Through validation of the model to 2019 conditions, the cumulative effect of the new modes and changes are reflected in the resulting travel demand estimates, but

the underlying behavioral impact of the modes are not modeled. Significant uncertainties exist at the present time that prevent explicit modeling of these new modes and emerging trends for the analysis of the proposed MTP/SCS.

Additionally, future deployment levels for new modes of travel are unknown. For example, Uber and Lyft have both significantly increased trips, but both continue to run large operating losses and are reliant on investors to cover losses. A sustainable business model may require significant changes to services and/or fares, both of which could affect the trajectory of use and impact on travel behavior. Similar issues apply to bike share and other micro-mobility services.

The impact of new modes on individual and household travel behavior also is not fully understood and is the subject of ongoing research. Limitations on accessing utilization data directly from TNC vendors constrains the ability to fully understand the impact of those services. Regulatory and legislative efforts to address the limits on access are underway in California and elsewhere, but these efforts will take time. Only a few household travel surveys, including the 2018 SHTS, have surveyed TNC use in detail, and the e-assist JUMP bikes were introduced partway through the 2018 SHTS. Other major research studies focused on TNC use, and TNC driver behavior, are just being launched in California, and data collection and analysis has not yet started. Until this research is completed, there is no effective way to incorporate even the known new modes into travel demand models.

SACOG is participating in some of the ongoing monitoring and research on the deployment and impact of new modes of travel and will incorporate analysis findings related to individual and household travel behavior into later versions of SACSIM.

Treatment of Travel Induced by Addition of New Roadway Capacity

While the SACSIM model represents ranges from state-of-practice to advanced-practice in travel modeling, travel behavior and the transportation systems are changing quickly in response to emerging trends.

Research suggests that provision of new roadway capacity, all other things being equal, can itself result in generating additional vehicle travel. This phenomenon is often labeled “induced travel,” and is composed of many different effects. Those effects fall into two general categories:

- Short-term effects--changes in the near term to individual and household travel behavior due to a new or expanded roadway. All the short-term effects are the result of travel on the new or expanded roadway being faster or more reliable than the prior condition:
    - Driving slightly out of one’s way to use a new facility, compared to prior routes;
    - Shifting trips made by walking, biking, transit, or some non-private-vehicle mode to a private vehicle; or
    - Making more trips using a vehicle compared to the prior condition.

- Long-term effects—changes in long-term individual or household choices, or causing new growth and development in areas where options to driving area few, or where the density and mix of uses require longer-than-average (regional) vehicle trips:

- An individual deciding to relocate his or her place of residence from an area where lower-than-average vehicle use is required, to an area where higher-than-average vehicle use is required, simply because new roadway capacity makes the move more attractive.
- A property owner or developer deciding to build in an area where higher-than-average vehicle use is required for future residents, simply because new roadway capacity makes that area more marketable and valuable to future homebuyers.

The analysis of the RTP using the SACSIM model includes an analysis of the potential for induced travel, both for short-term and long-term effects. The short-term effects are captured directly in the model itself, since a) the impact of new capacity on vehicle travel speed is captured in the model, and b) the impact of speed of travel on roadways affects the frequency of trip-making, mode of travel, and travel routing.

Testing of the ability to capture long-term induced travel effects is beyond the capability of the SACSIM model alone, since the travel model itself is not integrated with a spatial economic or "land use" model. However, the SACSIM model, in combination with the process used for developing the land use forecast, and the process used for identifying roadway capacity projects through an iterative approach, does reasonably capture the effects of the land development and transportation project deployment that, based on the historical research, resulted in estimates of the induced travel effects in use today. The growth allocation includes land uses in areas that are above regional average in VMT generation, especially in areas at the edge of the region, like Placer County. The transportation project list includes new roadway capacity to accommodate that growth.

VEHICLE MILES TRAVELED

Vehicle miles travelled (VMT) is a performance measure used to evaluate total vehicle travel across the roadway network within a given period. VMT can be used to assess travel demand, congestion, and environmental impacts such as air quality and greenhouse gas emissions. VMT is also a key metric under CEQA for evaluating transportation impacts. Tracking VMT supports planning for efficient transportation systems and meeting regional sustainability goals.

Average daily VMT was estimated using SACSIM23 regional travel demand model. VMT was estimated using two different methodologies as listed below.

- **Boundary VMT** refers to the total vehicle miles traveled by all vehicles crossing into or out of a defined geographic area (Placer County). This includes VMT generated by trips that do not have a trip-end within Placer County i.e., through trips and commercial trips. But trip lengths that are beyond the county boundary are not included.
- **VMT Generated by Land Use** refers to the total VMT resulting from trips generated by Placer County land uses. It captures the entire length of the trips within the SCAOG model boundary. This does not include commercial trips.

Table 3.7-1 summarizes the VMT and VMT per capita. Between 2020 and 2050, total daily VMT in Placer County is projected to increase by 21 percent, consistent with expected growth in

population and activity. Household-generated VMT is expected to increase by 20 percent, while both boundary and household VMT per capita are expected to decline. The per capita decline in VMT is attributed to many factors such as increased working from home, transportation projects that improve mobility, preferences for travel (e.g., car vs. transit or bike), the interaction between land use options and transportation choices, and a greater balance in jobs and housing options in Placer County that keep residents employed in the County.

TABLE 3.7-1: TOTAL DAILY VMT AND VMT PER CAPITA

MEASURE	BASELINE 2020	2050	PERCENT CHANGE
Boundary VMT	9,717,741	11,776,584	21%
VMT Generated by Land Use	9,823,724	11,789,599	20%
Population[1]	391,779	509,191	30%
Boundary VMT per Capita	24.80	23.13	-7%
VMT Generated by Land Use per Capita	19.96	18.39	-8%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND FORECASTING MODEL, 2025.

NOTES:

[1]POPULATION IS ESTIMATED FROM THE SACSIM23 MODEL.

Congested VMT

Congested VMT represents the portion of VMT under congested conditions. This metric helps identify where and how delays are concentrated across the network. Congested VMT (CVMT) is defined as a VMT that occurs on roadways with volume-to-capacity (V/C) ratios of greater than 1.0. VMT on congested links is estimated for all nine time periods in SACSIM23 and summed up to the total daily congested VMT. Functional classification is a system that categorizes roadways based on their primary role in the transportation network, considering factors such as speed, capacity, mobility, and access. Table 3.7-2 shows the comparison of congested VMT across different roadway categories based on the SACSIM23 model.

TABLE 3.7-2: TOTAL DAILY VMT AND VMT PER CAPITA

CATEGORY	BASELINE 2020	2050	PERCENT CHANGE
Freeway (Mixed Flow)	55,373	34,100	-38%
HOV Lanes	904	16,786	1757%
Freeway Auxiliary/Ramp	1,556	2,380	53%
Expressway	0	0	-
Arterials (Major and Minor)	259,064	350,456	35%
Collectors	2,597	7,522	190%
Rural (Highway and Arterial)	50,057	63,793	27%
All Classes	369,551	475,037	29%
Population	391,779	509,191	30%
Congested VMT per Capita	0.94	0.93	-1%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

NOTES:

THE ROADWAY CATEGORIES ARE DEFINED USING THE CAPCLASS ATTRIBUTE, WHICH REFLECTS THE FUNCTIONAL CLASSIFICATION OF EACH ROADWAY SEGMENT.

As shown in Table 3.7-2, between 2020 and 2050, total congested VMT in Placer County is projected to increase by 29 percent. However, congestion is expected to vary across facility types,

reflecting changing travel patterns, planned infrastructure investments, and model assumptions. Congested VMT on freeway mixed-flow lanes is forecasted to decrease by 38% due to increase in capacity such as increased number of lanes and traffic diverting to parallel facilities, HOV lanes, and Aux lanes. This decline does not necessarily indicate improved conditions but rather redistribution of congestion elsewhere on the network. HOV lanes show a sharp increase in congested VMT, reflecting growing use and expanded lane miles. Collectors also experience higher increase in congestion, suggesting more pressure on local roadways due to development patterns and local circulation needs. Other roadways experience a more modest rise, tracking the population growth. Despite overall congestion growth, congested VMT per capita remains stable, decreasing slightly from 0.94 to 0.93. This suggests that on a per-person basis, congestion is slightly decreasing.

Vehicle Hours of Delay

Vehicle hours of delay (VHD) refer to the total amount of time vehicles are delayed due to congestion, compared to how long it would take to travel at free-flow speeds. It provides a clear measure of traffic performance, informs infrastructure and operational improvements, and supports efforts to reduce travel time, improve reliability, and enhance overall transportation system efficiency. This metric was estimated for all nine time periods in the SACSIM23 model and summed up to the average daily VHD. Forecasts for Placer County weekday congested VHD are shown in Table 3.7-3.

TABLE 3.7-3: TOTAL WEEKDAY VHD AND VHD PER CAPITA

CATEGORY	BASELINE 2020	2050	PERCENT CHANGE
Total Weekday VHD	28,263	37,866	34%
Population	391,779	509,191	30%
VHD per Capita	0.07	0.07	3%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

As shown in Table 3.7-3, total weekday VHD in Placer County is projected to increase by 34 percent between 2020 and 2050, slightly exceeding population growth. However, VHD per capita increases only marginally (three percent), suggesting that system performance remains relatively stable. This trend may reflect a combination of network expansion, traffic redistribution, and increased capacity in some locations. While overall delay grows, localized congestion is still likely during peak travel periods and on key arterials and freeway segments.

PERFORMANCE MEASURES FOR ASSESSING THE TRANSPORTATION IMPACTS OF THE RTP

The impact analysis considers the roadway, transit, bicycle, pedestrian, aviation, agricultural, and goods movement components of the regional transportation system. Quantitative analysis focuses on the following performance measures derived from the forecasting results of the SACSIM model.

- Total VMT
- Total VMT per Service Population

In addition to these quantitative measures, qualitative analysis is included to address the overall connectivity of the pedestrian and bicycle system, and safety. Each of the quantitative and qualitative measures are described in more detail below.

Vehicle Miles Traveled Per Service Population

The basic measure of the amount of vehicle travel generated by the project is VMT, defined and described above. Two VMT metrics are used in analysis: total VMT and total VMT per service population. Both measures are estimated directly from SACSIM model outputs.

Total VMT includes household-generated, plus VMT from all other sources. SACSIM adds commercial vehicle, airport passenger ground access, and external travel to household-generated travel to estimate total VMT.

Total VMT per service population is total VMT generated divided by the population and employment of the zones in the study area (i.e., Placer County).

Total VMT per service population is the measure used in the analysis of impacts for the RTP. Although the absolute amount of total VMT is reported, impact analysis is based on VMT normalized to service population rates. This metric provides a measure of travel efficiency and helps depict whether people are traveling by vehicle over time. VMT per service population may decrease, even though the absolute amount of VMT may increase. A per service population decline in VMT indicates that the transportation network is operating more efficiently.

Roadway Lane Miles

Lane mile is a measure of roadway length that accounts for the number of lanes and is calculated by multiplying the length of a road segment (in miles) by the number of lanes it has. Roadway lane miles shown in Table 3.7-4, by functional classification provides a snapshot of Placer County's transportation network and planned investments through 2050.

TABLE 3.7-4: ROADWAY LANE MILES BY FUNCTIONAL CLASSIFICATION

CATEGORY	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Freeway (Mixed Flow)	325	330	2%
HOV Lanes	16	23	49%
Freeway Auxiliary/Ramp	22	38	71%
Expressway	42	53	26%
Arterials (Major and Minor)	604	840	39%
Collectors	476	497	4%
Rural (Highway and Arterial)	377	353	-6%
All Classes	1,862	2,135	15%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

As shown in Table 3.7-4, total lane mileage is projected to increase by 15%, with the largest growth on arterials (+39 percent), HOV lanes (+49 percent), and freeway auxiliary lanes (+71 percent). These expansions support increased demand and regional mobility, particularly along major corridors. Expressways increase by 26 percent, while collector roads see minimal growth (+ four

percent). Rural roadway lane mileage declines slightly, likely due to reclassification or shifting development patterns.

Average Travel Speed

Average travel speed helps assess overall roadway performance and congestion levels across different facility types. Using SACOG's travel demand model, the average travel speed was estimated to compare how roadways in Placer County will perform across different roadway facility types, as shown in Table 3.7-5.

TABLE 3.7-5: AVERAGE TRAVEL SPEED BY FACILITY TYPE

CATEGORY	BASELINE 2020	2050	PERCENT CHANGE
Freeway (Mixed Flow)	56	55	-2%
HOV Lanes	40	42	5%
Freeway Auxiliary/Ramp	19	19	0%
Expressway	52	51	-2%
Arterials (Major and Minor)	32	33	3%
Collectors	33	33	0%
Rural (Highway and Arterial)	47	45	-4%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

As shown in Table 3.7-5, speeds are generally stable in Placer County between 2020 and 2050, with only minor fluctuations. Overall, the data suggests relatively stable operating conditions across the network, with modest improvements on select high-occupancy facilities.

Excessive Delay

Excessive delay measures the total vehicle-delay experienced on roadway segments operating at speeds more than 40 percent below free-flow conditions, shown in Table 3.7-6. This metric highlight's locations and times where severe congestion impacts traveler experience and system reliability.

TABLE 3.7-6: PEAK HOUR EXCESSIVE DELAY

CATEGORY	BASELINE 2020	2050	PERCENT CHANGE
Freeway (Mixed Flow)	56	55	-2%
HOV Lanes	40	42	5%
Freeway Auxiliary/Ramp	19	19	0%
Expressway	52	51	-2%
Arterials (Major and Minor)	32	33	3%
Collectors	33	33	0%
Rural (Highway and Arterial)	47	45	-4%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

Table 3.7-6 shows the peak hour excessive delay in Placer County is projected to increase by 12 percent in the AM peak and 21 percent in the PM peak by 2050. The larger increase in the PM period suggests growing congestion during evening commutes, consistent with regional travel demand patterns.

Maintenance and Funding per Lane Mile

Tracking maintenance needs and funding is essential to long-range transportation planning. As infrastructure ages and demand grows, costs rise, making it critical to plan. Including this analysis in the RTP helps agencies anticipate future needs, prioritize investments, and avoid costly deterioration.

Placer County's roadway maintenance funding is projected to increase substantially by 2050, as shown in Table 3.7-7. Total maintenance funding is expected to grow from $2.9 billion to $4.2 billion, a 45 percent increase. Over the same period, total lane miles increased by 15 percent, resulting in a rise in maintenance funding per lane mile from approximately $1.54 million to $1.95 million, a 26 percent increase. This growth reflects the need to support an expanding roadway network and maintain system performance as infrastructure ages and travel demand increases.

TABLE 3.7-7: MAINTENANCE FUNDING PER LANE MILE

MEASURE	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Maintenance Funding ($)	2,900,000,000	4,200,000,000	45%
Lane Miles	1,861.63	2,134.75	15%
Maintenance Funding ($) Per Mile	1,557,774	1,967,448	26%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

NOTES: MAINTENANCE FUNDING IS FROM PCTPA, JUNE 20, 2025.

Connectivity of the Region's Pedestrian and Bicycle System

The proposed RTP contains several bicycle and pedestrian projects. These projects are generally designed to expand and complement the existing bicycle and pedestrian network. An objective of the proposed RTP is to plan and develop a continuous and easily accessible pedestrian and bikeway network throughout the region.

BIKEWAY MILES

Like roadway lane miles, Bikeway miles refer to the total length of designated bicycle facilities, typically measured in miles. This includes bike lanes, bike paths, shared-use trails, and other infrastructure specifically designed to support safe and comfortable bicycle travel. Tracking bikeway miles supports goals related to sustainability, mobility, public health, and the reduction of VMT and GHG emissions by encouraging active transportation and decreasing reliance on cars. Table 3.7-8 shows the bikeway miles by facility class and bikeway miles per capita.

TABLE 3.7-8: BIKEWAY MILES BY FACILITY CLASS

MEASURE	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Shared-Use Paths (Class I)	140	236	68%
Bike Lanes (Class II & IV)	629	766	22%
Bike Routes (Class III)	26	23	-9%
Population	391,779	509,191	30%
Shared-Use Paths (Class I) Per Capita	0.00036	0.00046	30%
Bike Lanes (Class II & IV) Per Capita	0.00161	0.0015	-6%
Bike Routes (Class III) Per Capita	0.00007	0.00005	30%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

NOTES: SACSIM23 MODEL DOES NOT DISTINGUISH BETWEEN CLASS II AND CLASS IV BIKE PATHS.

Placer County's bicycle infrastructure is expected to continue expanding, with a 68 percent increase in shared-use paths (Class I) and a 22 percent increase in bike lanes (Class II & IV), as shown in Table 3.7-8. Class III bike routes are expected to decline slightly, possibly reflecting reclassification or conversion to higher-class facilities.

WALK/BIKE TRIPS PER CAPITA

Walk/Bike trips per capita helps evaluate how well the transportation system supports active travel. It supports RTP goals around mobility, sustainability, health, and reducing car dependence and emissions. Table 3.7-9 shows the walk/bike trips from the SACSIM23 model that begin or end in Placer County.

TABLE 3.7-9: WEEKDAY AVERAGE WALK/BIKE TRIPS PER CAPITA

MODE OF TRAVEL	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Trips	102,557	130,579	27%
Bicycle Trips	23,992	32,270	35%
Population	391,779	509,191	30%
Walk Trips / Capita	0.26	0.25	-2%*
Bike Trips / Capita	0.06	0.06	3%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

*NOTES: *VALUES ROUNDED FOR CLARITY.*

Table 3.7-9 shows that between 2020 and 2050 total walk and bike trips are projected to increase, but per capita rates stay mostly flat. Walk trips per capita decline slightly (−two percent), while bike trips per capita increase by just three percent. These changes reflect steady use of active modes, though not keeping pace with population growth.

Congested Lane Miles for Major Goods Movement Corridors

Roadway congestion affects all roadway users, including goods movement. Efficient movement of goods is essential to economic activity, and congestion on goods movement corridors can lead to delays, increased costs, and reduced reliability. SACSIM23 was used to estimate congested lane miles along key goods movement corridors within the County.[2] Congested lane miles are defined as the length and number of lanes on roadway segments where the v/c ratio exceeds 1.0. Table 3.2-10 summarizes existing (2020) and projected (2050) congested lane miles by goods movement corridor type within the County.

TABLE 3.7-10: WEEKDAY AVERAGE WALK/BIKE TRIPS PER CAPITA

MEASURE	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
STAA Truck Routes	60,160	43,766	-27%
Terminal Access and Local Routes	62,289	79,456	28%
All Classes	122,449	123,222	1%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

NOTES: CORRIDOR CATEGORY IS FROM STAA TRUCK ROUTES CORRIDOR. THIS METRIC IS FROM THE MODEL BASED ON WHETHER

[2] SACOG, Surface Transportation Assistance Act (STAA) Truck Routes Corridor, 2025. Available at: https://data.sacog.org/datasets/SACOG::surface-transportation-assistance-act-truck-routes/about. Accessed June 2025.

THE CONGESTED LINKS IN THE MODEL ARE DESIGNATED AS A TRUCK ROUTE CORRIDOR OR NOT.

As shown in Table 3.7-10, total congested lane miles across all truck corridors in Placer County are projected to remain relatively stable between 2020 and 2050, increasing by just one percent. However, trends vary notably by corridor type. Congested lane miles on state truck routes (SACOG-designated STAA routes) are projected to decrease by 27 percent. This reduction results from planned capacity and operational improvements on freeways, including added lanes, auxiliary lanes, and HOV lanes, which help reduce congestion in mixed-flow lanes.

In contrast, terminal access, and local truck routes (city-designated truck corridors) are projected to see a 28 percent increase in congested lane miles. This increase is driven by growing local circulation needs, changes in truck routing patterns, higher demand for goods movement due to ongoing residential and commercial development, and the rise in online shopping.

Overall, these results indicate that while congestion on key state truck routes is expected to decline, local truck corridors will face greater pressures in the future.

Weekday Person Trips by Mode

Weekday person trips by mode helps understand travel behavior, monitor mode share, and guide investments to improve mobility, reduce congestion, and support sustainable transportation choices. This is estimated from the trip table from the SACSIM23 model and includes trips that start or end within Placer County. Table 3.7-11 shows the average weekday person trips by mode.

TABLE 3.7-11: WEEKDAY TRIPS BY MODE

MEASURE	*BASELINE 2020*		*2050*		*MODE SHARE*
	Trips	Mode Share	Trips	Mode Share	*PERCENT CHANGE*
Walk	102,557	5.9%	130,579	6.0%	1%
Bike	23,992	1.4%	32,270	1.5%	7%
Single Occupant Vehicle	822,739	47.3%	1,043,198	47.6%	1%
High-Occupancy Vehicle - 2	406,803	23.4%	513,242	23.4%	0%
High-Occupancy Vehicle - 3+	369,139	21.2%	444,844	20.3%	-4%
Transit	4,935	0.3%	15,241	0.7%	145%
School Bus	4,470	0.3%	5,066	0.2%	-10%
Other	4,408	0.3%	5,494	0.3%	-1%
Total	1,739,043	100.0%	2,189,934	100.0%	0%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

NOTES: CORRIDOR CATEGORY IS FROM STAA TRUCK ROUTES CORRIDOR. THIS METRIC IS FROM THE MODEL BASED ON WHETHER THE CONGESTED LINKS IN THE MODEL ARE DESIGNATED AS A TRUCK ROUTE CORRIDOR OR NOT.

Table 3.7-11 shows that between 2020 and 2050 total daily trips are projected to increase by about 26 percent. Non-auto travel model share is relatively low in Placer County but increases slightly in 2050. Most trips continue to be made by single-occupant vehicles (SOVs), which remain steady at around 47 percent of all trips. High-occupancy vehicles (HOVs) make up a large share as well, with two-person HOVs holding steady and three-plus person HOVs decreasing slightly. Transit trips are expected to increase from 0.3 percent to 0.7 percent. Walking and biking grow slightly as

a share of trips. While school bus and carpool (three plus) trips increase slightly, the mode shares decline compared to total trips.

NON-AUTO PERSON TRIPS

Non-auto person trips include walking, biking, transit, and school bus travel. Tracking these trips in the RTP supports goals to reduce car dependence, lower emissions, decrease traffic congestion, and improve public health and equity. Non-auto person trips are estimated from the SACSIM23 model trip table using the same methodology as weekday person trips by mode. Table 3.7-12 shows non-auto person trips per capita.

TABLE 3.7-12: NON-AUTO TRIPS PER CAPITA

MEASURE	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Non-Auto Trips	135,954	183,156	35%
Population	391,779	509,191	30%
Non-Auto Trips / Capita	0.35	0.36	4%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

As shown in Table 3.7-12, between 2020 and 2050, non-auto trips per capita in Placer County are relatively low, but is projected to increase by 35 percent, while population grows by 30 percent. As a result, non-auto trips per capita increase slightly from 0.35 to 0.36, an overall rise of four percent. This modest gain suggests relatively stable use of non-driving modes.

AVERAGE TRIP LENGTH

Average trip length represents the typical distance traveled by each mode on a weekday and represents how people move through the transportation system. It can also help understand travel patterns, evaluate transportation system efficiency, and assess impacts on congestion and emissions. Table 3.7-13 shows the average trip length by mode, estimated from the SACSIM23 trip table for trips that begin or end within Placer County.

TABLE 3.7-13: AVERAGE TRIP LENGTH BY MODE

MEASURE	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Walk	1.76	1.81	3%
Bike	5.04	5.16	2%
Single Occupant Vehicle	8.95	8.45	-6%
High-Occupancy Vehicle - 2	7.86	7.56	-4%
High-Occupancy Vehicle - 3+	7.80	7.72	-1%
Transit	6.82	8.98	32%
School Bus	7.20	7.08	-2%
Other	5.66	5.57	-2%
Total	7.95	7.64	-4%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

Table 3.7-13 shows that, between 2020 and 2050, trip lengths for most modes are projected to remain relatively stable. Single-occupant vehicle trips are expected to shorten (a six percent decrease), and high-occupancy vehicle trips also see small declines. In contrast, transit trip lengths

increase by 32 percent, indicating that transit may be used for more regional or longer-distance travel in the future. Walk and bike trip lengths rise modestly, while school bus and other mode categories show slight decreases. Overall, the average trip length across all modes is projected to decline by four percent, from 7.95 to 7.64 miles. These patterns may reflect a combination of improved accessibility, more compact land use, and expanded transit service.

Transit Coverage

Transit coverage is measured by estimating the number of people living within one-half mile of a transit stop. This was done using the SACSIM23 transit stop locations and identifying parcels within a half-mile buffer. The households and population within those parcels were then summarized to estimate coverage. Access to transit in Placer County is summarized in Table 3.7-14 and is projected to improve substantially by 2050.

TABLE 3.7-14: PERSONS WITHIN ONE-HALF MILE OF A TRANSIT STOP

MEASURE	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Transit Coverage - Households within 1/2 mile of transit	75,532	114,078	51%
Transit Coverage - Persons within 1/2 mile of transit	198,496	290,479	46%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

As shown in Table 3.7-14, The number of households located within one-half mile of a transit stop increases by 51 percent. Similarly, the number of people within one-half mile of transit grows by 46 percent. These increases reflect planned expansions in transit service coverage and land use changes that concentrate more households and residents near transit corridors.

TRANSIT RIDERSHIP FORECASTS

Transit Ridership Forecasts helps the County anticipate future demand for transit services, guide investment decisions, improve service planning, and support goals for reducing traffic congestion, emissions, and car dependence in the region. Transit ridership is estimated from the daily transit stop-summary from the SACSIM Model. Table 3.7-15 shows the forecasted daily transit ridership from the model.

TABLE 3.7-15: AVERAGE TRIP LENGTH BY MODE

MEASURE	*BASELINE 2020*	*2050*	*PERCENT CHANGE*
Transit Ridership (weekday)	8,968	16,773	87%
Population	391,779	509,191	30%
Ridership / Capita	0.023	0.033	44%

SOURCE: FEHR & PEERS, PCTPA PERFORMANCE METRICS, SACSIM23 TRAVEL DEMAND MODEL, 2025.

NOTES: TRANSIT RIDERSHIP IS ESTIMATED FROM TRANSIT LINKS FILE WHERE DAILY BOARDINGS AT STOPS WITHIN PLACER COUNTY ARE SUMMARIZED.

Ridership in Placer County is relatively low but are projected to grow by 2050. Weekday boardings are expected to nearly double, increasing by 87 percent from about 8,968 in 2020 to over 16,773 in 2050, shown in Table 3.7-15. With population increasing by 30 percent in 2050, transit ridership

per capita is forecasted to rise from 0.023 to 0.033, a 44 percent increase which tracks the transit coverage increase.

Safety

Transportation safety is assessed based on how the proposed RTP projects will comply with applicable design standards of the implementing agencies. As part of planning, design and engineering for projects that result from the proposed RTP, the implementing agency shall ensure that transportation systems and related issues are treated in accordance with applicable federal, state, and local laws and regulations.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on the environment associated with transportation and circulation if it will:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);[3]
- Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access.

Traffic data and project information provided by PCTPA and SACOG served as a basis for analyzing the effect of the RTP on transportation in Placer County. This data includes information on the status of VMT, VHD, and other metrics, for both the existing (2020) scenario and that of the future scenario (2050) with and without implementation of the 2050 RTP projects. Because the RTP requires a programmatic analysis of the County, this EIR does not include level of service analysis of the roadway network, rather it is limited to an analysis of VMT.

Impacts associated with the RTP have been analyzed based upon full implementation of the plan at a program-level and is based on the multi-modal project collectively, rather than impacts associates with each mode of travel individually, or each planned and programmed project individually.

IMPACT ANALYSIS

[3] Section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For this section, "vehicle miles traveled" refers to the amount of distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile day shall not constitute a significant environmental impact. For the purposes of the EIR, consistency with CEQA Section 15064.3, implementation of the RTP would result in a significant impact under CEQA if it would substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan.

Impact 3.7-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (less than significant)

The proposed RTP includes non-motorized transportation projects for the region. The proposed RTP is designed to be consistent with and support implementation of adopted regional plans, including the recently adopted County of Placer, City of Roseville, and City of Auburn active transportation plans. Additionally, the RTP contains five specific goals, each with supporting policies and objectives, that address topics such as roadways, safety, public transit, rail transportation, aviation, goods movement, non-motorized transportation, transportation systems management (TSM), Intelligent Transportation Systems (ITS), recreation, integrated land use, air quality, and transportation planning, funding, equity, and community engagement. Specifically, the following goals are identified to promote public transit and active transportation:

- Goal 1 – Improve Mobility for All: Improve the mobility of Placer County residents through the implementation of projects that support all modes of travel.
- Goal 2 – Maintain a Safe and Connected Multimodal Network: Maintain a safe, secure, accessible, and efficient multimodal transportation network that meets the needs of all Placer County residents and visitors by adapting a "fix it first" mentality.

Implementation of the 2050 RTP would support several transportation projects throughout the County. Some of the projects may involve capacity expansion, while others involve safety enhancements or maintenance. Due to the nature of these projects, transportation- and circulation-related impacts could result from construction activities, as well as from the ongoing operation of the completed facilities.

The 2050 RTP would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, as its purpose is to support such policies. Therefore, the impact is ***less than significant***.

Impact 3.7-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's Scoping Plan (significant and unavoidable)

The proposed RTP is a response to planned population and employment growth in Placer County, consistent with the Placer County General Plan. In addition, since the regional SACSIM travel demand forecasting model is used for the analysis of the RTP, regional employment and population forecasts and the corresponding transportation system of the SACOG MTP/SCS has been incorporated.

Table 3.7-16 provides estimates of total daily VMT generated for Placer County in 2020 and the SACOG forecast for 2050. Daily VMT in 2020 was 9,840,955 miles, and the forecasted 2050 daily VMT is 12,012,317. This represents an increase in 2,171,562 VMT daily, or an increase of 22.1 percent (SACOG, 2025). This is primarily due to the addition of 579,700 new residents and 263,562 new jobs by 2050 (SACOG, 2025). However, the projected total VMT per service population rate would decrease by about 1.09 percent by 2050. Compared to the baseline conditions in 2020, increased roadway capacity with the RTP results in a decrease in VMT per service population of -

0.03, which indicates that the increased roadway capacity is offsetting, to some degree, regional VMT reductions that might be achieved without the roadway capacity expansion.

TABLE 3.7-16: TOTAL VEHICLE MILES TRAVELED PER SERVICE POPULATION – PLACER COUNTY

VARIABLE	BASELINE (2020)	2050	DIFFERENCE	PERCENT GROWTH
Total VMT[1]	9,840,755	12,012,317	2,171,562	22.1%
Population	2,540,353	3,120,053	579,700	22.8%
Employment	1,022,716	1,285,738	263,562	25.8%
Service Population	3,563,069	4,405,791	842,722	23.6%
Total VMT per Service Population	2.76	2.73	-0.03	-1.09%

SOURCE: SACOG, PCTPA, DE NOVO PLANNING GROUP, 2025.

[1]INCLUDES TOTAL VMT FOR PLACER COUNTY, FOR TRAVEL WITHIN AND OUTSIDE THE SACOG REGION. ESTIMATES AND FORECASTS FROM MTP/SCS SACSIM REGIONAL TRAVEL DEMAND MODEL, 2025.

The VMT per service capita decline indicates that the projected land use and planned transportation improvements assumed in the proposed RTP, in combination with the MTP/SCS, would effectively work together to improve system efficiency of and minimize increases in VMT. A summary of the main reasons for this includes the following:

- Regionally, the SACOG MTP/SCS reflects a more compact development form. Compact land uses across the region in the SACOG MTP/SCS are more effectively served by transit, support potentially higher rates of walking and biking, and generate less vehicle travel. In addition to compact development, the amount of complementary, mixed-use development in the SACOG MTP/SCS further supports shorter vehicle trips and higher rates of non-motorized travel. Further benefits result from concentrating development in high-quality transit corridors, where residents are more likely to use available transit.
- Other factors affecting future VMT are aging of the population and forecasted increases in auto operating costs, including transitioning from a fuel tax to a pay-as-you-go mileage fee.

Notwithstanding past and projected progress on VMT reductions in the SACOG region, recent progress reports for the state's climate goals suggest that additional VMT reductions are required. As discussed in detail in the Regulatory Setting above, both in its target resetting process and in its 2018 progress report pursuant to SB 150, CARB noted:

- The regional 2035 GHG emissions reduction targets under SB 375 are not adequate to fully meet the goals of the state's Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. As CARB noted, "An RTP/SCS that meets the applicable SB 375 targets alone will not produce the GHG emissions reductions necessary to meet state climate goals in 2030 nor in 2050." CARB identified a six percent gap between the 19 percent emissions reductions targets set for the regions (over a base year of 2005) and the 25 percent reductions required to meet the Scoping Plan goal.
- Much greater reductions in VMT will be required to meet the state climate goals for 2030 and 2050. CARB concluded that a 14.3 percent reduction in daily VMT per capita and a

16.8 percent reduction in light-duty VMT per capita (over current conditions) was needed to meet these goals.

- California – at the state, regional, and local levels – has not yet gone far enough in making the systemic and structural changes to how we build and invest in communities that are needed to meet state climate goals. It will take collaboration among all these levels of government to achieve the state's climate goals because the MPOs do not have the land use authority or resources to meet challenge alone.

The trendline, which shows a 1.09 percent reduction in total VMT per capita by 2050, would not support achievement of the 14.3 percent identified by CARB statewide. However, as demonstrated in Table 3.7-1, household-generated VMT is expected to increase by 20 percent, while both boundary and household VMT per capita are expected to decline.

As a result, the potential of the RTP transportation improvements to substantially interfere with achievement of the VMT reductions set forth in Scoping Plan (as part of the regional strategy) is considered potentially significant for this impact. Mitigation is required. Mitigation Measure 3.7-1 is discussed below.

MITIGATION MEASURES

Mitigation Measure 3.7-1: *The state recognized that additional state policy actions and funding would be required to close the vehicle miles traveled (VMT) gap between what the metropolitan planning organizations (MPOs) could achieve through implementation of their Sustainable Communities Strategies (SCS), and reductions needed to meet state goals. Though the state must initiate these additional actions and funding programs, the exact form of the policies and funding programs must be collaboratively developed with input from MPOs, local agencies, and other organizations to ensure they provide the tools and incentives necessary to go beyond the SCSs in reducing VMT.*

Consequently, PCTPA shall work collaboratively with the Sacramento Area Council of Governments (SACOG), Placer County, and cities of Auburn, Colfax, Lincoln, Loomis, and Rocklin) and Town of Loomis to support implementation of regional and local-level strategies and measures to achieve further VMT reductions. Implementing agencies shall implement the following strategies to reduce VMT.

<u>Local-Level</u>:

- *Implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT. Programs should be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The following strategies from Quantifying Greenhouse Gas Mitigation Measure, California Air Pollution Control Officers Association (CAPCOA), August 2010, were identified in the Placer County and City of Roseville Senate Bill 743 Implementation Plan, July 2019, as*

strategies most suited to Placer County and the City of Roseville given the rural and suburban land use context:

1. *Increase diversity of land uses – This strategy focuses on the inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.*

2. *Provide pedestrian network improvements – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in Placer County tend to be smaller, so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans such as the Active Transportation Plan.*

3. *Provide traffic calming measures and low-stress bicycle network improvements – This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are similar to strategy 2 above. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.*

4. *Implement car-sharing program – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.*

5. *Increase transit service frequency and speed – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in Placer County, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of*

this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.

6. *Encourage telecommuting and alternative work schedules – This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction.*

7. *Provide ride-sharing programs – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 6 above.*

Regional:

- *Implementing agencies shall consider project modifications during the project design and environmental review stage of project development to reduce VMT. For roadway capacity expansion projects, this would include but is not limited to demand management through transportation systems management and operations (TSMO) including the use of pricing.*

- *Implementing agencies shall participate in SACOG's Metropolitan Transportation Plan (MTP)/SCS programs that are intended to provide infill incentives and support for transit and innovative mobility as key elements of filling that VMT gap.*

With implementation of Mitigation Measure 3.7-1, this impact would be reduced to a less than significant level for some projects, although additional state policy actions and funding would be required to close the gap at the state level. For projects proposing to streamline environmental review, lead agencies must conduct project-level analysis for each project to analyze whether, based on substantial evidence in the record, the proposed mitigation would reduce the impact to less than significant. However, PCTPA cannot require Placer County, the City of Roseville, or other cities in the County to adopt this mitigation measure, and it is ultimately the responsibility of these agencies to determine and adopt project-specific mitigation. Therefore, Impact 3.7-2 remains ***significant and unavoidable*** for purposes of this program-level review.

Impact 3.7-3: Substantially increase hazards due to geometric design feature (e.g., share curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (less than significant)

The RTP includes roadway projects designed to alleviate existing and anticipated future congestion issues and to reduce traffic hazards. For example, the 2050 RTP includes projects to widen roadways, improve intersections, and/or to add turn lanes; when warranted, installation of such improvements can substantially improve intersection safety. While the 2050 RTP includes numerous projects that will involve a design/engineering process, the project-specific designs and plans for these improvements are not available for analysis at this time. However, consistent with agency practice, all improvements will be designed to the standards and specifications of Caltrans or the

appropriate implementing agency. As such, the proposed project is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. Therefore, potential indirect impacts on safety and compatibility are considered ***less than significant***.

Impact 3.7-4: Result in inadequate emergency access (less than significant)

In the short-term, implementation of the proposed RTP would have the potential to affect emergency access during construction of project included in the RTP. However, the implementing agency for each improvement project would be responsible for coordinating with the emergency service provides to ensure that emergency routes remain available. In the long-term, the proposed RTP does not propose any specific project that would result in inadequate emergency access. Instead, the proposed RTP is a planning framework that is intended to be consistent with adopted evacuation and emergency response plans. The proposed RTP provides a planning framework that supports Placer County's wildfire preparedness efforts and is intended to be consistent with adopted evacuation and emergency response plans. In fact, the Placer County Local Hazard Mitigation Plan (2021) identifies improvements to evacuation infrastructure that are anticipated to be addressed through proposed RTP implementation. The Strategic Plan for the Placer County Wildfire Protection and Biomass Utilization Program (2014) outlines supports community wildfire prevention through the Community Wildfire Protection Plan (CWPP) process which includes evacuation route planning. These recommendations are being actively incorporated into county-level transportation strategies, supporting a unified approach to wildfire risk reduction. As such, the proposed RTP does not impair existing emergency response frameworks.

The individual RTP projects that are intended to improve evaluation routes are largely conceptual ideas that have not been designed or approved for construction. Any future RTP projects would be subject to all applicable County and local regulations, reviews, and requirements pertaining to emergency response, emergency access, and maintaining emergency evacuation routes, as well as further CEQA analysis of project-specific impacts. Moreover, when implemented, the RTP will increase route options and redundancy of the roadway network. Therefore, the impact is ***less than significant***.

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This section provides a background discussion of hazards related to wildfire, the regulatory setting, and an impact analysis for the Placer County Transportation Planning Agency (PCTPA) Regional Transportation Plan. This section is based in part on the following:

- Placer County Local Hazard Mitigation Plan (Placer County, June 2021);
- Placer County Municipal Code;
- State of California Fire Hazard Severity Zones Maps (CAL FIRE, April 2025); and
- Strategic Plan for the Placer County Wildfire Protection and Biomass Utilization Program (Placer County, 2014).

No comment letters for this topic were received during the public review period relating to wildfire.

3.8.1 ENVIRONMENTAL SETTING

WILDFIRE HAZARDS

Wildfire Trends

Wildfires are a major hazard in the State of California, including the PCTPA Planning Area. Wildfires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wildfires have a role in the County's ecosystem, wildfires put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

Approximately half of Placer County is forested (Placer County, 2014). The PCTPA Planning Area has experienced devasting fire events (20,000 acres or more burned) such as the King, Volcano, Deadwood, American, and Mckenzie Mill Fires over the past two decades (Placer County, June 2021). Based on recent trends, wildfires would continue to occur on a near annual basis. Placer County residents and public officials are increasingly concerned about the threat of wildfire and the community's ability to evacuate safely.

Placer County is continuously advancing wildfire resilience through its 2013 Update Strategic Plan for Wildfire Protection and Biomass Utilization Program, which serves as a planning document to help seek ways to reduce the effects of catastrophic wildfires, and convert unwanted woody biomass into a beneficial commodity. The Wildfire Protection and Biomass Utilization Program was developed in Placer County to help achieve this vision. The goal of the Program is to promote projects that would diminish the threat of catastrophic wildfires, improve public health and safety, reduce pollution, and enhance our environment (Placer County, 2014).

Current Wildfire Risks

Wildland fire hazards exist in varying degrees within the region. The State has charged the California Department of Forestry and Fire Protection (CAL FIRE) with the identification of Fire Hazard Severity Zones (FHSZs) within State Responsibility Areas (SRA). FHSZs are classified on a three-tier scale, based on increasing fire hazard: moderate, high, and very high. In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility

Areas (LRA). These zone classifications do not correspond to a specific risk or intensity of the fire; rather, they reflect a hazard score based on the factors that influence fire likelihood and fire behavior, such as fire history, fuel (e.g., flammable vegetation), terrain, and typical fire weather. The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards and are meant to help limit wildfire damage to structures through planning, prevention, and the application of risk reduction measures. Figure 3.8-1 shows western and eastern portions of the PCTPA Planning Area is in the VHFHSZ SRA. For LRAs, CAL FIRE has recommended VHFHSZ for portions of Lake Tahoe Basin and areas adjacent to the cities of Auburn, Colfax, and Roseville.

3.8.2 REGULATORY SETTING

STATE

California Department of Forestry and Fire Protection

The Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal supports the CAL FIRE mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The State Fire Marshal provides for fire prevention by enforcing fire-related laws in state-owned or state-operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies. Classification of a zone as moderate, high, or very high fire hazard is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings. Each area of the map gets a score for flame length, embers, and the likelihood of the area burning. Scores are then averaged over the zone areas. Final zone class (moderate, high, and very high) is based on the average scores for the zone.

The Board of Forestry and Fire Protection (Board) is a government-appointed body within the CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of the CAL FIRE, and representing the state's interest in federal forestland in California. Together, the Board and the CAL FIRE work to carry out the California Legislature's mandate to protect and enhance the state's unique forest and wildland resources.

The Board is charged with protecting all wildland forest resources in California that are not under federal jurisdiction. These resources include major commercial and non-commercial stands of timber, areas reserved for parks and recreation, woodlands, brush-range watersheds, and all private and state lands that contribute to California's forest resource wealth.

CAL FIRE Strategic Plan

The Board has adopted these Strategic Fire Plans for California since the 1930s and periodically updates them to reflect current and anticipated needs of California's wildland. The Strategic Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce

firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The Strategic Plan is adopted to better respond to the changes of the environmental, social, and economic landscape of California's wildlands and to provide the CAL FIRE with appropriate guidance for adequate statewide fire protection of state responsibility areas. The latest Strategic Fire Plan is the CAL FIRE Strategic Plan 2024.

California Office of Emergency Services

The California Emergency Management Agency was incorporated into the Governor's Office on January 1, 2009, by Assembly Bill (AB) 38 (Nava), and merged the duties, powers, purposes, and responsibilities of the Governor's Office of Emergency Services (Cal OES) with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall state agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

The Cal OES Fire and Rescue Division coordinates statewide response of fire and rescue mutual aid resources to all types of emergencies, including hazardous materials. Operations Section under the Fire and Rescue Division coordinates the California Fire and Rescue Mutual Aid System, and coordinated response through the Mutual Aid System includes responses to major fires, earthquakes, tsunamis, hazardous materials and other disasters.

California Building Code

The California Building Standards Code (CBC), in Part 2 of Title 24 of the California Code of Regulations (CCR), identifies building design standards, including those for fire safety. The CBC is based on the International Building Code but has been amended for California conditions. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of fire sprinklers in all new residential, high-rise, and hazardous materials buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The 2022 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-

rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Government Code

California Government Code Section 65302.5 requires the State Board of Forestry and Fire Protection to provide recommendations to a local jurisdiction's General Plan fire safety element at the time that the General Plan is amended. While not a direct and binding fire prevention requirement for individuals, General Plans that adopt the Board's recommendations will include goals and policies that provide for contemporary fire prevention standards for the jurisdiction.

California Government Code Section 51175 defines Very High Fire Hazard Severity Zones and designates lands considered by the State to be susceptible to a very high fire hazard. California Government Code Section 51182 specifically requires people who own, lease, control, operate, or maintain a building or structure on or adjoining land within a VHRHSZ, to do all of the following: (A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards. California Government Code Section 51189 directs the Office of the State Fire Marshal to create building standards for wildland fire resistance. The code includes measures that increase the likelihood of a structure withstanding intrusion by fire (such as building design and construction requirements that use fire-resistant building materials) and provides protection of structure projections (such as porches, decks, balconies and eaves), and structure openings (such as attics, eave vents, and windows).

California Public Resources Code

The State's Fire Safe Regulations are set forth in Public Resources Code Section 4290, which includes the establishment of State Responsibility Areas (SRAs). Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone that owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush covered lands, grass-covered lands, or land that is covered with flammable material (Section 4291(a)).

California Public Resources Code Sections 4292 to 4296 and 14 CCR 1256: Fire Prevention for Electrical Utilities address the vegetation clearance standards for electrical utilities. They include the standards for clearing around energy lines and conductors such as power-line hardware and power poles. These regulations are critical to wildland fire safety because of the substantial number of power lines in wildlands, the historic source of fire ignitions associated with power lines, and the extensive damage that results from power line-caused wildfires in severe wind conditions.

LOCAL

Placer County Local Hazard Mitigation Plan (June 2021)

Placer County developed this Local Hazard Mitigation Plan (LHMP) to reduce or eliminate long-term risk to people and property from hazards including wildfire. Placer County, five incorporated communities, and 20 special districts prepared this LHMP Update to the FEMA approved 2016 Placer County LHMP, in order to make the County and its residents less vulnerable to future hazard events. The LHMP Update was also developed, among other things, to ensure Placer County and participating jurisdictions' continued eligibility for certain federal disaster assistance: specifically, the FEMA Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation Program (PDM), and the Flood Mitigation Assistance Program (FMA).

Roseville Multi-Hazard Mitigation Plan (November 2023)

The Roseville Multi-Hazard Mitigation Plan—adopted by City Council on November 15, 2023 and issued as the "City of Roseville Multi-Hazard Mitigation Plan: 2023 Update" dated September 2023—provides a comprehensive, FEMA-compliant framework for identifying and reducing risks from both natural and man-made hazards (e.g., floods, drought, earthquakes, wildfires, dam failure, critical infrastructure threats). Developed through a collaborative process with city departments, regional stakeholders, and public input, the plan includes an updated risk assessment, interactive hazard mapping, and a detailed action matrix with projects ranging from groundwater recharge and floodplain management to emergency communications and critical facility retrofits. Its adoption maintains the city's eligibility for federal mitigation grants under the Disaster Mitigation Act and supports Roseville's status as the nation's only FEMA CRS Class-1 community—translating into significant flood insurance savings for residents.

Strategic Plan for the Placer County Wildfire Protection and Biomass Utilization Program (2014)

The Strategic Plan Update continues to provide a path for Placer County to help protect its residents, communities, forests and important forest resources from the threat of wildfire and to efficiently manage and use biomass that is a large component of that threat. Implementing the elements of the Strategic Plan would make Placer County a safer, healthier and more enjoyable place for all.

Placer County Fire Safe Alliance

The Placer County Fire Safe Alliance provides community assistance, information, and educational programs in an effort to reduce the risks of wildfire danger to life and property in the County. The vision of the Placer County Fire Safe Alliance is to have informed, educated, and fire defensible communities that would result in enhanced protection of lives, property, and natural resources through a collaborative approach in a fire prone environment.

Placer County Preparedness Through Partnerships Program

Placer County prepares for wildfire hazards through partnerships with regional agencies like CAL FIRE and local agencies such as Placer County Sheriff's Office, focusing on creating fuel breaks, educating residents, and implementing programs for defensible space and emergency readiness.

Placer County General Plan

The Placer County General Plan contains the following goals and policies related to wildfire that are relevant to the project:

HEALTH AND SAFETY ELEMENT

Goal 8.C.1 To protect residents of and visitors to Placer County from injury and loss of life and to protect property and watershed resources from fires.

Policy 8.C.1.1: The County shall require that new development meet State, County, and local fire district standards for fire protection, including the California Building Standards Code, the International Wildland-Urban Interface Code, and the Placer County Municipal Code as applicable.

Policy 8.C.1.2: The County shall refer applicants of development projects in the unincorporated county to the appropriate local fire agencies for review for compliance with fire safety standards. If dual responsibility exists, then both agencies shall review and comment relative to their area of responsibility. If standards are different or conflicting, the more stringent standards shall be applied. For new development located within high fire hazard areas, the County shall ensure that the local fire agency(s) fire safety requirements are incorporated into the project's design prior to implementation, in order to minimize the risk from fire hazards. (Addresses California Government Code Section 65302 (g)(3)(C)(i, iv)).

Policy 8.C.1.3: The County shall ensure that existing and new buildings of public assembly incorporate adequate fire protection measures to reduce the potential loss of life and property in accordance with state and local codes and ordinances.

Policy 8.C.1.4: The County shall encourage and promote installation and maintenance of smoke detectors and fire safety improvements in existing residences and commercial facilities that were constructed prior to the requirement for their installation.

Policy 8.C.1.5: For existing non-conforming development, the County shall work with property owners to improve or mitigate access, water supply and fire flow, signing, and vegetation clearance to meet current State and/or locally adopted fire safety standards.

Policy 8.C.1.6: The County shall continue to implement State fire safety standards through enforcement of the applicable standards contained in the Placer County Land Development Manual.

Policy 8.C.1.7: The County shall require all new development projects with land classified as state responsibility areas (Public Resources Code Section 4102), land classified as very high fire hazard severity zones (VHFHSZs; Section 51177), or within areas defined as a "wildland urban interface" (WUI), to prepare a long-term comprehensive fuel reduction and management

program, including provisions for multiple points of ingress and egress to improve evacuation and emergency response access and adequate water infrastructure for water supply and fire flow, and fire equipment access. (See Gov. Code, Section 66474.02.) (PCSP, WF5).

Policy 8.C.1.8: Prior to the approval of all tentative parcel maps and tentative subdivision maps in State Responsibility Areas (SRAs) or VHFHSZs, the County shall require as a condition of approval that the developer provide a Will Serve Requirements Letter (WSRL) form the applicable fire district demonstrating compliance with the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access. (See Gov. Code, Section 66474.02.).

Policy 8.C.1.9: For tentative parcel maps and tentative subdivision maps located in a High or Very High Fire Hazard Severity Zone (FHSZ), the County shall require the undergrounding of new electric utilities, except in cases where the undergrounding of such utilities is infeasible or where alternative mitigation is more appropriate or provides the same level of benefit or protection. For all projects located in a Moderate FHSZ, or nonresidential projects in High or Very High FHSZ, the County shall consider all feasible fire preventative measures during environmental review. All projects shall conform to the utility requirements, as specified in applicable Community and Specific Plans, as well as all applicable design standards and guidelines.

Policy 8.C.1.10: The County shall develop policies and provide updates, as appropriate, that ensure recovery and redevelopment after a large fire reduces future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and fire retarding building design and materials.

Policy 8.C.1.11: The County shall encourage and support higher-density residential development within the WUI only if such projects are located on infill sites and implement all necessary mitigation options to provide sufficient wildfire protection as stated within the PCSP. (PCSP, WF-11) (Addresses California Government Code Section 65302 (g)(3)(C)(i)).

Policy 8.C.1.12: The County shall identify existing multifamily housing, emergency shelters, residential care homes (seven or more clients) located within an area classified as an SRA (Public Resources Code Section 4102) or land classified as VHFHSZ (Section 51177) with inadequate access/evacuation routes, and implement an evacuation plan consisting of evacuation routes and or shelter-in-place plans. (PCSP, AH-15) (Addresses California Government Code Section 65302 (g)(3)(c)(iv)).

Policy 8.C.1.13: The County shall take emergency action as needed to stabilize burned slopes located above developed areas, important infrastructure, or key transportation corridors as soon as possible after a wildfire event.

Policy 8.C.1.14: The County shall encourage fire protection agencies to continue education programs in schools, service clubs, organized groups, industry, utility companies, government agencies, press, radio, and television to increase public awareness of fire hazards within the county.

Policy 8.C.1.15: The County shall work with local fire protection agencies, CAL FIRE, and the U.S. Forest Service to maintain existing fuel breaks and emergency access routes for effective fire suppression.

Policy 8.C.1.16: The County shall work with local fire agencies to develop high-visibility fire prevention programs, including those offering voluntary home inspections and promoting awareness of home fire prevention measures.

Policy 8.C.1.17: The County shall support annexations and consolidations of fire districts and services to improve service delivery to the public.

Policy 8.C.1.18: The County shall coordinate with the Placer County Fire Safe Alliance and local Fire Safe Councils to encourage new and existing planned developments in the WUI and other areas with elevated wildfire risk to join the Placer County Firewise Communities program. (PCSP, WF-9) (Addresses California Government Code Section 65302 (g)(3)(c)(iv)).

Goal 8.C.2 To manage forests in a sustainable manner that will not endanger urban areas with wildfires.

Policy 8.C.2.1: The County shall continue to work cooperatively with the US Forest Service, CAL FIRE, and local fire protection agencies in managing wildland fire hazards.

Policy 8.C.2.2: The County shall participate in State or regional efforts on preparedness coordination efforts and mutual aid agreements to manage the wildland-urban interface (WUI).

Policy 8.C.2.3: The County shall expand its capacity to restore conifer forest health on private and public lands, which includes active management to reduce fire risk, including removal and disposal of diseased trees and other fuels.

Policy 8.C.2.4: The County shall establish increased fire-safe development standards for all new and existing development in the WUI to minimize property damage and loss of life.

Policy 8.C.2.5: The County shall implement the adaptation strategies as contained in the Placer County Sustainability Plan necessary to support forest are managed in a sustainable manner in consultation with federal, state, and local agencies that will not endanger urban areas with wildfires. (Addresses California Government Code Section 65302 (g)(4)(B)).

NATURAL RESOURCES ELEMENT

Goal 6.D To preserve and protect the valuable vegetation resources of Placer County.

Policy 6.D.11: The County shall support the continued use of prescribed burning, mastication, chipping, and other methods to mimic the effects of natural fires to reduce fuel loads and associated fire hazard to human residents and to enhance the health of biotic communities.

PUBLIC FACILITIES AND SERVICES ELEMENT

Goal 4.I To protect residents of and visitors to Placer County from injury and loss of life and to protect property and watershed resources from fires.

Policy 4.I.1: The County shall encourage local fire protection agencies in Placer County to maintain the following minimum fire protection standards (expressed as Insurance Service Organization (ISO) ratings):

a. ISO 4 in urban areas

b. ISO 6 in suburban areas
c. ISO 8 in rural areas

Policy 4.I.2: The County shall encourage local fire protection agencies in the County to maintain the following standards (expressed as average response times to emergency calls):

a. 4 minutes in urban areas
b. 6 minutes in suburban areas
c. 10 minutes in rural areas

Policy 4.I.8: The County shall work with local fire protection agencies to maintain a pre-fire planning program with selected high-risk occupancies reviewed at least annually.

Policy 4.I.9: The County shall ensure that all proposed developments are reviewed for compliance with fire safety standards by responsible local fire agencies per the Uniform Fire Code and other County and local ordinances.

Policy 4.I.10: The County shall work with local fire protection agencies to inventory and eliminate structurally unsafe and fire-hazardous housing units that are beyond repair or rehabilitation.

Placer County Code

The Placer County Code contains the following ordinances related to wildfire:

Article 9.32. – Fire Prevention

This article contains the County Fire Hazard Ordinance, which provides restrictions on activities that have a high risk of causing a fire.

Article 9.32, Part 4. – Hazardous Vegetation and Combustible Material Abatement

The purpose of this chapter is to provide for the removal of hazardous vegetation and combustible materials situated in the unincorporated areas of the County so as to reduce the potential for fire and to promote the safety and welfare of the community.

THRESHOLDS OF SIGNIFICANCE

According to the California Environmental Quality Act (CEQA) Guidelines Appendix G, the proposed Project will have a significant impact related to wildfire if it would:

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires (Impact 3.8-1);
- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:
    - Substantially impair an adopted emergency response plan or emergency evacuation plan (Impact 3.8-2);

- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (Impact 3.8-3); and
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment (Impact 3.8-4).
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (Impact 3.8-5).

IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Potential to expose people or structures to a risk of loss, injury or death from wildland fires, or result in a wildfire impact (less than significant)

As mentioned above, wildfires are a major hazard in the State of California, including the PCTPA Planning Area, as approximately half of Placer County is forested (Placer County, 2014). As shown in Figure 3.8-1, the western and eastern portions of the PCTPA Planning Area is in the VHFHSZ SRA. For LRAs, CAL FIRE has recommended VHFHSZ for portions of Lake Tahoe Basin and areas adjacent to the cities of Auburn, Colfax, and Roseville.

The PCTPA Planning Area has experienced devasting fire events (20,000 acres or more burned) such as the King, Volcano, Deadwood, American, and Mckenzie Mill Fires over the past two decades (Placer County, June 2021). Placer County continues to demonstrate a high level of concern and has taken proactive steps toward reducing wildfire-related risks to life and property. The County's 2013 Update Strategic Plan for Wildfire Protection and Biomass Utilization Program, serves as a planning document to help seek ways to reduce the effects of catastrophic wildfires, and convert unwanted woody biomass into a beneficial commodity. The Wildfire Protection and Biomass Utilization Program was developed in Placer County to help achieve this vision. The goal of the Program is to promote projects that would diminish the threat of catastrophic wildfires, improve public health and safety, reduce pollution, and enhance our environment (Placer County, 2014). These initiatives illustrate the County's commitment to creating fire-adapted communities and enhancing public safety in VHFHSZ areas.

The proposed RTP complements these efforts by improving transportation access for emergency personnel and aiding in wildfire response and evacuation readiness, which would assist in reducing wildfire risk to people and structures. The RTP does not propose new structures or housing occupied by people in areas of high wildlife risk. Instead, the RTP includes proposed improvements to the transportation system, and both individually and collectively, are expected to be beneficial to citizens and emergency responders during a wildfire event. Thereby, in accordance with Appendix G of the CEQA Guidelines, the proposed project would have a ***less than significant*** impact regarding the potential for a wildfire impact.

Impact 3.8-2: Development facilitated by the proposed Project in or near State responsibility areas or lands classified as very high fire hazard severity zones would not substantially impair an adopted emergency response plan or emergency evacuation plan. (less than significant)

The proposed RTP provides a planning framework that supports Placer County's wildfire preparedness efforts and is intended to be consistent with adopted evacuation and emergency response plans. In fact, the Placer County Local Hazard Mitigation Plan (2021) identifies improvements to evacuation infrastructure that are anticipated to be addressed through proposed RTP implementation. The Strategic Plan for the Placer County Wildfire Protection and Biomass Utilization Program (2014) outlines supports community wildfire prevention through the

Community Wildfire Protection Plan (CWPP) process which includes evacuation route planning. These recommendations are being actively incorporated into county-level transportation strategies, supporting a unified approach to wildfire risk reduction. As such, the proposed RTP does not impair existing emergency response frameworks.

The individual RTP projects that are intended to improve evaluation routes are largely conceptual ideas that have not been designed or approved for construction. Any future RTP projects would be subject to all applicable county and local regulations, reviews, and requirements pertaining to emergency response, emergency access, and maintaining emergency evacuation routes, as well as further CEQA analysis of project-specific impacts.

There is the potential that during construction activities associated with RTP projects, traffic lanes near the project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the project site and surrounding area would be required to be always maintained. Further, future RTP projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues to ensure the safety of the County residents and the physical environment. Therefore, impacts associated with adopted emergency response or evacuation plans would be ***less than significant***.

Impact 3.8-3 Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, due to slope, prevailing winds, and other factors. (less than significant)

As mentioned previously, Figure 3.8-1 shows the western and eastern portions of the PCTPA Planning Area is in the VHFHSZ SRA. For LRAs, CAL FIRE has recommended VHFHSZ for portions of Lake Tahoe Basin and areas adjacent to the Cities of Auburn, Colfax, and Roseville. In response to such wildfire risk, Placer County has taken substantial steps to limit the potential for transportation-related development to exacerbate wildfire conditions. The individual RTP projects are largely conceptual ideas that have not been designed or approved. Any future RTP projects contemplated in the PCTPA Planning Area would be required to comply with federal, State, and local requirements related to wildland fire hazards. Examples include Placer County Code Article 9.32, Fire Prevention, which contains the County Fire Hazard Ordinance; and Article 9.32, Part 4, Hazardous Vegetation and Combustible Material Abatement, which provides instructions for the removal of hazardous vegetation and combustible materials situated in the unincorporated areas of the County to reduce the potential for fire and to promote the safety and welfare of the community. These County codes are examples of requirements that would apply to all future RTP projects to minimize ignition potential to minimize risk to existing structures. The proposed RTP is not a land use plan and is consistent with County goals to concentrate urban development in the least hazardous areas.

By maintaining fuel breaks, preserving defensible space, and avoiding steep slope corridors where feasible, future RTP projects are expected to be beneficial as it relates to wildfire exposure and risk of spread. Furthermore, by their nature, installation of future roadways would not exacerbate wildfire risks, and there are no project occupants that would be placed at increased risk from exposure to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, due to slope, prevailing winds, and other factors. Therefore, implementation of the proposed RTP would be consistent with the County's broader wildfire resilience strategy and would not exacerbate wildfire risks. Thus, impacts would be ***less than significant*** in this regard.

Impact 3.8-4 Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) and would not substantially exacerbate fire risk or result in significant temporary or ongoing impacts to the environment. (less than significant)

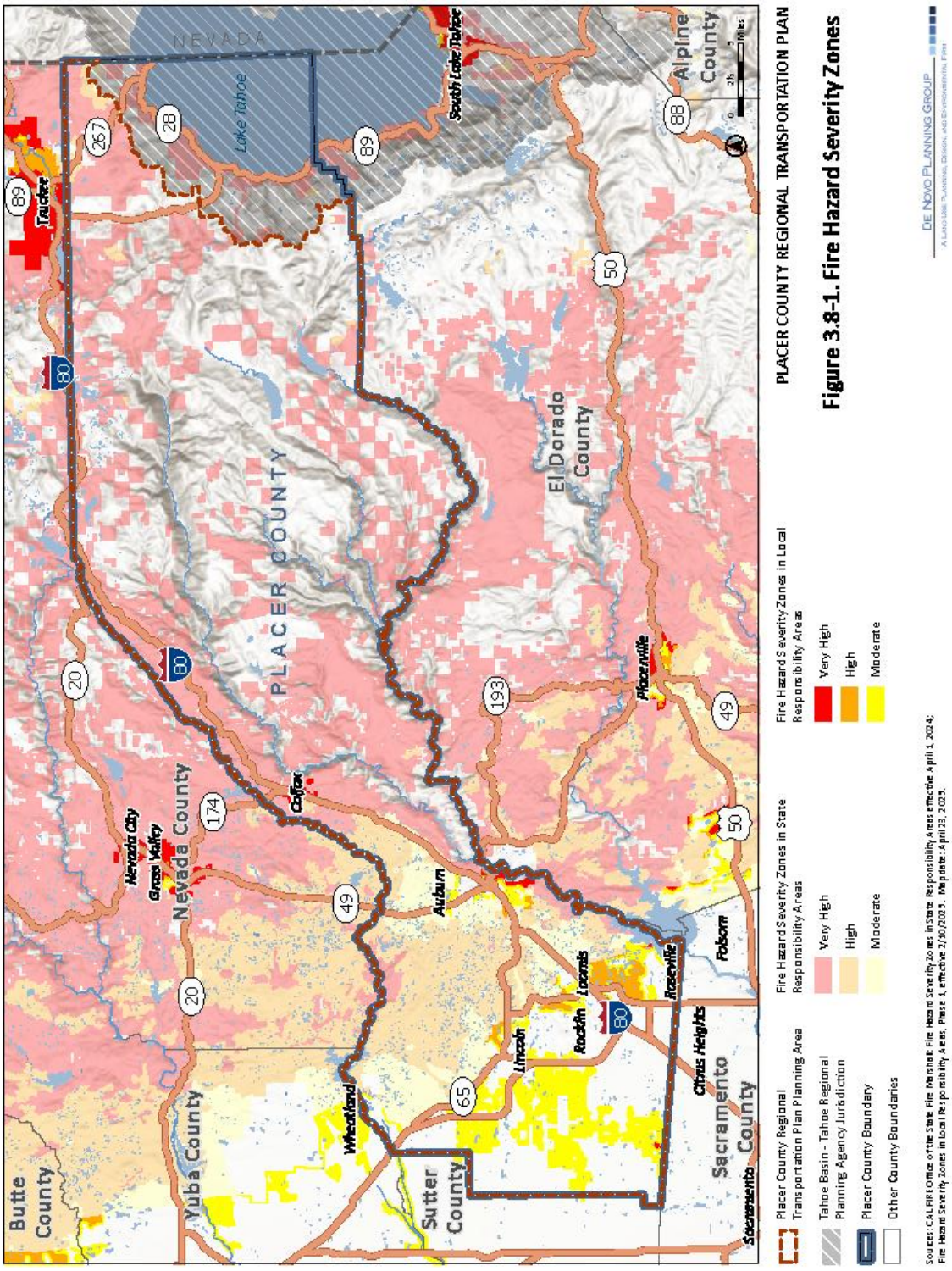
Maintenance of existing infrastructure and the potential installation of new infrastructure for future RTP improvement projects in the PCTPA RTP Planning Area is anticipated as individual projects are developed. Recognizing the County's vulnerability to wildfire, specifically in VHFHSZ areas, Placer County's 2021 Local Hazard Mitigation Plan outlines mitigation priorities for maintenance of infrastructure, which includes maintaining fuel breaks, and preserving defensible space. Furthermore, by their nature, improvements to roadways would not exacerbate wildfire risks. Implementation of the proposed RTP would be consistent with the County's broader wildfire resilience strategy and would not exacerbate wildfire risks. Thus, impacts would be ***less than significant*** in this regard.

Impact 3.8-5: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. (less than significant)

Wildfire can alter the hydrologic response of a watershed to the extent that even modest rainstorms can produce dangerous flash floods and debris flows. Several factors affect the likelihood of downstream flooding or landslide after a fire, including basin morphometry, burn severity, soil properties, and rainfall characteristics. Development projects in or near FHSZs could require additional construction and installation of infrastructure, including roads, fuel breaks, water connections, and power lines, which may increase wildfire risks in the affected areas.

Recognizing the County's vulnerability to post-fire flooding and landslides, specifically in VHFHSZ areas, Placer County's 2021 Local Hazard Mitigation Plan outlines mitigation priorities for these secondary hazards. This plan supports the integration of slope stability assessments and runoff management strategies into infrastructure planning, which would apply to future RTP projects during design and CEQA review phase of the individual project. The proposed RTP implementation is not expected to introduce new development in landslide-prone areas without appropriate

engineering controls and drainage improvements. Furthermore, future site-specific analysis would ensure compliance with applicable grading codes and erosion control measures to prevent adverse outcomes following wildfire events. Therefore, the RTP would not contribute to post-fire slope instability or related risks. Through compliance with local, State, and federal regulations, exacerbated wildfire impacts related to flooding and landslides would be ***less than significant***.


PLACER COUNTY REGIONAL TRANSPORTATION PLAN
Figure 3.8-1. Fire Hazard Severity Zones
DE NOVO PLANNING GROUP
A Land Use Planning, Design, and Environmental Firm
NEVADA
Lake Tahoe
PLACER COUNTY
Nevada County
Yuba County
Butte County
Sutter County
Sacramento County
El Dorado County
Alpine County
Truckee
Nevada City
Grass Valley
Colfax
Auburn
Roseville
Rocklin
Lincoln
Loomis
Folsom
Citrus Heights
Sacramento
Wheatland
Placerville
South Lake Tahoe
Placer County Regional Transportation Plan Planning Area
Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction
Placer County Boundary
Other County Boundaries
Fire Hazard Severity Zones in State Responsibility Areas
Very High
High
Moderate
Fire Hazard Severity Zones in Local Responsibility Areas
Very High
High
Moderate
Miles

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CEQA requires an EIR to evaluate a project's effects in relationship to broader changes occurring, or that are foreseeable to occur, in the surrounding environment. Accordingly, this chapter presents discussion of CEQA-mandated analysis for cumulative impacts, irreversible impacts, and growth inducement associated with the 2050 RTP.

4.1 CUMULATIVE SETTING AND IMPACT ANALYSIS

CUMULATIVE SETTING

Under CEQA, the discussion of cumulative impacts should focus on the severity of the impacts and the likelihood of their occurrence. The cumulative scenario for the 2050 RTP includes growth planned for Placer County and incorporated communities. The analysis of cumulative effects considered the cumulative projected general plan buildout throughout Placer County. Some sections within chapter three include individual cumulative analyses.

Population, Housing, Employment Projections

Placer County will continue to grow rapidly from now to 2050. The estimated total population for Placer County would increase from 391,779 persons in 2020 to 509,191 persons in 2050 (SACOG, 2025). This constitutes an increase in population in the County of 117,412 persons between 2020 and 2050, which is an estimated increase in population of 30 percent during the planning period.

Placer continues to remain a commuter-oriented county, with 67.1 percent of the workforce driving alone to work, in 2023, according to the U.S. Census American Community Survey. An estimated 10.2 percent of the workforce carpooled to work, in 2023 (U.S. Census Bureau, 2025). The average daily commute time in Placer County was approximately 29.2 minutes in 2023, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. (U.S. Census Bureau, 2025). Additionally, 11.7 percent of workers had a commute that is one hour or longer each way.

Population growth continues to be due in part but not limited to:

- Sacramento Area jobholders taking up residence in the County, creating a market demand for interregional commute alternatives;
- Job relocations to the Sacramento Area due to lower cost of doing business;
- In-migration from other cities in California, including the San Francisco Bay Area;
- An increase in the economic interaction with surrounding counties;
- The draw of regional job centers and clusters in south Placer County.

CUMULATIVE EFFECTS OF THE PROJECT

Method of Analysis

Although the environmental effects of an individual project may not be significant when that project is considered separately, the combined effects of several projects may be significant when considered collectively. State CEQA Guidelines 15130 requires a reasonable analysis of a project's cumulative impacts, which are defined as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts." The cumulative impact that results from several closely related projects is: the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (State CEQA Guidelines 15355[b]). Cumulative impact analysis may be less detailed than the analysis of the Project's individual effects (State CEQA Guidelines 15130[b]).

There are two approaches to identifying cumulative projects and the associated impacts. The list approach identifies individual projects known to be occurring or proposed in the surrounding area in order to identify potential cumulative impacts. The projection approach uses a summary of projections in adopted General Plans or related planning documents to identify potential cumulative impacts. Because of the programmatic and county-wide nature of the 2050 RTP, this EIR uses the projection approach for the cumulative analysis and considers the development plans of Placer County as well as its incorporated communities.

Cumulative Impacts

Cumulative impacts for most issue areas are not quantifiable and are therefore discussed in general terms as they pertain to development patterns in the surrounding region. Effects for all issue areas were addressed. In consideration of the cumulative scenario described above, the 2050 RTP improvements may result in the following cumulative impacts.

AESTHETICS

Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region (Less than Cumulatively Considerable)

The existing regional setting, which includes Placer County and the viewsheds that can be seen from Placer County, is composed primarily of large tracts of agricultural, grazing, forests/woodlands, and urban development throughout the County. While growth is anticipated to occur in Placer County, the majority of growth is anticipated to occur in and around the incorporated communities.

Regional growth has and will continue to result in a cumulative aesthetic effect by converting undeveloped land into developed and occupied areas and increasing overall levels of nighttime lighting. Cumulative development entails grading/landform alteration, the development of structures, and the installation of roadways and other infrastructure that has altered and will continue to permanently alter the region's existing visual character. Subsequent projects

implemented under the 2050 RTP would be required to be consistent with the general plan and adopted regulations pertaining to aesthetics and lighting of the implementing jurisdiction(s). Chapter 3.1 identifies mitigation measures to reduce project-level impacts on visual resources. Implementation of the 2050 RTP would result in a ***less than cumulatively considerable*** impact.

AGRICULTURAL AND FOREST RESOURCES

Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses (Considerable Contribution and Significant and Unavoidable)

The cumulative setting for agricultural and forest resources includes Placer County and the greater Sacramento Valley region. Cumulative development anticipated in Placer County and the greater Sacramento Valley area, including growth projected by adopted general plans and those being updated, will result in the permanent loss of agricultural land, including important farmlands, significant farmlands, land under Williamson Act contracts, and other farmlands. Cumulative development may also contribute to the conversion of some forest lands or timber lands. Cumulative levels of development may also result in significant conflicts between agricultural uses and uses that may consider agricultural operations a nuisance, such as residential uses, or otherwise conflict with agricultural uses. Transportation facilities associated with the proposed 2050 RTP may result in significant conflicts with agricultural and forest uses as discussed in Chapter 3.2. While most projects would occur within or adjacent to existing rights-of way, development of new and/or extended transportation and circulation facilities may require conversion of agricultural or forest land, and may convert prime farmlands, as well as lands under Williamson Act contracts. Agricultural and forest land is a limited resource and the cumulative loss of this land is considered significant. If the implementing agency adopts Mitigation Measure 3.2-1 and Mitigation Measure 3.2-2, this impact could be reduced to the extent possible, but not to a less than significant level, because of site-specific conditions resulting in the net loss of agricultural land. Additionally, PCTPA cannot require the implementing agency to adopt Mitigation Measure 3.2-1, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation. Therefore, impacts on Williamson Act contracts, and important or significant farmlands and forest resources remain ***cumulatively considerable*** *and* ***significant and unavoidable***.

AIR QUALITY

Impact 4.3: Cumulative Impact on the Region's Air Quality (Less than Cumulatively Considerable)

The cumulative setting for air quality impacts is the Sacramento Valley Air Basin. As discussed under Section 3.3, the emission outputs reflect a decreasing trend of criteria pollutant emissions through 2050 from the transportation sector. The results of the emission model reflects the fact that the state and federal EPA's vehicle and fuel regulations that are being phased into place over the study horizon will bring about significantly lower emission levels, which is particularly important for the reduction of emissions in nonattainment areas. The outputs also reflect improvements to the transportation network, including the use of alternative modes such as bike/pedestrian, transit, and carpooling opportunities.

Construction activities associated with construction and implementation of the various roadway and other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO_x) as well as PM_{10}; however, because of the temporary nature of these emissions, they are not considered cumulatively considerable.

Implementation of the 2050 RTP will not conflict with the Air Quality Plan, or result in a cumulatively considerable net increase of a criteria pollutant in a nonattainment area. An air quality conformity analysis is not warranted for the 2050 RTP; rather SACOG will perform a conformity analysis with the update of the SACOG 2025 MTP/SCS (i.e., 2025 Blueprint) which covers Placer County. Implementation of the 2050 RTP would result in a ***less than cumulatively considerable*** impact.

CULTURAL AND TRIBAL RESOURCES

Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources (Less than Cumulatively Considerable)

The cumulative setting for cultural and tribal resources includes the entirety of Placer County. Cumulative development anticipated in Placer County, including growth projected by adopted general plans and those being updated, may result in the discovery and removal of cultural or tribal resources, including archaeological, paleontological, historical, and Native American resources and human remains. Mitigation measures provided in Chapter 3.4 include requirements that the proposed project survey for potential resources and to evaluate any resources discovered during construction activities. Adherence to these regulations and implementation of mitigation as described in Chapter 3.4 would prevent a future cumulative loss of these important resources. Site-specific surveys would recognize cultural resources that would be disturbed. Therefore, this is considered a ***less than cumulatively considerable*** impact.

GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change (Considerable Contribution and Significant and Unavoidable)

Implementation of the mitigation measures described in this EIR will assist in the reduction of per capita VMT levels throughout Placer County, which will assist in meeting the stated goals of AB 32, SB 32. As described throughout Chapter 3.5 of this EIR, PCTPA has included numerous projects and programs to promote the use and expansion of alternative transportation systems throughout the County and continues to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT. Implementation of these mitigation measures as a part of the proposed 2050 RTP, as well as the requirements specified under the SACOG MTP/SCS, will reduce impacts to the extent possible. However, PCTPA (serving as the RTPA) and SACOG (serving as the MPO) cannot require the implementing agencies in Placer County to adopt mitigation measures that specifically are intended to reduce GHG emissions. It is ultimately the responsibility of a lead agency to apply project-specific mitigation at their discretion. As such, this impact remains

significant and unavoidable until further project-specific analysis is performed by the implementing agencies for individual projects.

Additionally, after implementation of all of the policies, action plans, and mitigation measures included in the RTP and this EIR, the proposed project will still contribute to an overall increase in total GHG emission generated in Placer County even though the per capita emissions is reduced. The total GHG increase is a function of population growth, which is a function of land use planning and development decisions by the local land use authorities (i.e. City and County governments). Therefore, this is considered a ***cumulatively considerable*** and ***significant and unavoidable*** impact.

LAND USE AND POPULATION

Impact 4.6: Cumulative Impact on Communities and Local Land Uses (Less than Considerable Contribution)

The cumulative setting for land use and planning impacts includes Placer County, its incorporated communities, and the jurisdictions bordering Placer County. Cumulative land use and planning impacts, such as the potential for conflicts with adjacent land uses and consistency with adopted plans and regulations, are typically site- and project-specific. Construction of RTP projects may require removal of homes and result in the displacement of people and housing; however, these effects are not cumulatively considerable and adequate replacement housing is available as discussed in Chapter 3.6.

However, the programmatic nature of the 2050 RTP requires consideration of the overall planning and land use setting under cumulative conditions. As cumulative development occurs, there is the potential for development to occur that is not consistent with adopted plans and regulations and the potential for land use conflicts to occur between communities or jurisdictions. Under cumulative conditions, the majority of RTP projects would involve work within an existing right-of-way or extension of an existing right-of-way to widen or lengthen existing facilities. These uses would generally be compatible with adjacent uses as the RTP projects are the continuation/extension of existing uses and would not add new land use conflicts.

The 2050 RTP considers the adopted and planned land uses in Placer County and its incorporated communities. Projects included in the 2050 RTP are intended to primarily address safety and operational deficiencies and will also assist in improving linkages between existing communities. Growth under the 2050 RTP would be consistent with growth envisioned by local agencies and the RTP is not anticipated to result in growth at greater levels than already anticipated. As RTP projects are designed and engineered they will be reviewed and evaluated for consistency with the RTP as well as consistency with the adopted plans and regulations of the implementing agency(ies). As a result, the 2050 RTP would result in development that is generally compatible and consistent with existing land uses and policies. Therefore, the 2050 RTP would have a ***less than considerable*** contribution to cumulative land use and planning impacts.

TRANSPORTATION AND CIRCULATION

Impact 4.7: Cumulative Impact on the Transportation Network (Less than Cumulatively Considerable)

The cumulative setting for transportation and circulation impacts includes Placer County as well as regional roadways and highways connecting Placer County to other population centers. Under cumulative conditions, the increase in development is anticipated to result in increased traffic congestion on local and regional roadways, as well as result in increased demand for transit, bicycle/pedestrian, rail, and aviation facilities and infrastructure.

The proposed project includes funding and other strategies that are aimed at improving transportation conditions, including level of service on roadways and intersections that are operating at unacceptable levels of service. These are beneficial impacts to the transportation system in Placer County; however, there will also be funding shortfalls due to funding constraints. It will not be possible to fund all transportation improvements that are needed in the region through the 2050 RTP. Ultimately it will be the responsibility for local land use agencies to collect development fees to fund projects that are needed, but not able to be funded through the 2050 RTP. The collection of development fees by local agencies to finance needed improvements would ensure that levels of service are maintained in their jurisdiction; however, this is not something that PCTPA can control or guarantee. The effort by PCTPA in preparing the 2050 RTP would reduce the potential impacts on the regional circulation system to a ***less than cumulatively considerable*** contribution on the region's transportation network.

The 2050 RTP includes roadway projects designed to alleviate existing and anticipated future congestion issues and to reduce traffic hazards. For example, the 2050 RTP includes projects to widen roadways, improve intersections, and/or to add turn lanes; when warranted, installation of such improvements can substantially improve intersection safety. While the RTP includes numerous projects that will involve a design/engineering process, the project-specific designs and plans for these improvements are not available for analysis at this time. However, consistent with agency practice, all improvements will be designed to the standards and specifications of Caltrans or the appropriate implementing agency. As such, the proposed project is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. The effort by the PCTPA in preparing the 2050 RTP would reduce the potential impacts on the regional circulation system to a ***less than cumulatively considerable*** contribution on the region's transportation network.

The 2050 RTP includes transit and non-motorized transportation projects for the region, including bicycle/pedestrian projects that carry out goals of the 2050 RTP. The 2050 RTP allocates a similar proportion of funding for transit, rail, and bicycle/pedestrian projects as did the 2040 RTP and subsequent 2044 RTP. The 2050 RTP also helps to implement local policies associated with alternative modes of transportation. The effort by the PCTPA in preparing the 2050 RTP would reduce the potential impacts on the regional circulation system to a ***less than cumulatively considerable*** contribution on the region's transportation network.

Ultimate construction of the various projects identified in the RTP could result in lane or road closures, detours, open trenches on bikeway facilities or closure of bikeway facilities, and the addition of construction trucks and equipment on the surrounding roadway system. Construction

within the State right-of-way would require an encroachment permit from Caltrans. Construction in Placer County and its incorporated cities would require an encroachment permit from the relevant jurisdiction. As part of obtaining an encroachment permit, a detailed traffic control plan would need to be developed that would address the methods of traffic control during construction. Although required permits would be obtained prior to construction, this impact is considered potentially significant because construction could lead to traffic delays, temporary reductions in roadway capacity and levels of service, damage to property, or injury. A mitigation measure presented in Chapter 3.13 Transportation and Circulation would require the preparation of a traffic control plan for all construction projects. Implementation of a traffic control plan would ensure continued emergency vehicle access during construction activities and would ensure that implementation of the proposed project would have a ***less than cumulatively considerable*** contribution on the region's transportation system.

The RTP also includes aviation projects that are intended to maintain existing operations and accommodate future growth at the public aviation facilities in the County. These projects would not result in a change in air traffic patterns; rather, implementation of the RTP is intended to safely accommodate anticipated increases in air traffic. The effort by the PCTPA in preparing the 2050 RTP is not expected to cause a substantial safety risk and implementation of the proposed project would have a ***less than cumulatively considerable*** contribution on the region's aviation transportation system.

Without the 2050 RTP improvements, the use of alternative modes of transportation including transit, bicycle, and pedestrian, would be limited. Lack of funding for transit system improvements, bicycle/pedestrian routes and facilities, and rail improvements could hamper the use of these transit modes by an increasing population. This is anticipated to result in more trips and more automobiles and trucks on the road. The conditions without the 2050 RTP improvements would also represent greater safety risks, particularly under cumulative conditions, there will be an increase of vehicles on roadways throughout the county regardless of the 2050 RTP, but safety and maintenance improvements identified in the 2050 RTP would not be implemented. Bicycle routes would not be expanded nor would railroad grade separations be constructed. The potential for adverse interactions between trains, vehicles, pedestrians, and/or bicyclists would increase without the 2050 RTP. Overall, the effort by the PCTPA in preparing the 2050 RTP is not expected to cause an adverse impact on the transportation system and implementation of the proposed project would have a ***less than cumulatively considerable*** contribution on the region's transportation system.

WILDFIRE

Impact 4.8: Cumulative Impact on the Potential for Wildfire (Less than Cumulatively Considerable)
Wildfires are a major hazard in the State of California, including the PCTPA Planning Area, as approximately half of Placer County is forested (Placer County, 2014). The western and eastern portions of the PCTPA Planning Area is in the VHFHSZ SRA. For LRAs, CAL FIRE has recommended VHFHSZ for portions of Lake Tahoe Basin and areas adjacent to the cities of Auburn, Colfax, and Roseville (CAL FIRE, April 2025).

Absent any existing state or local codes, individual RTP improvement projects have the potential to result in the installation or maintenance of infrastructure that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, or expose people or structures structure to other significant wildfire risks. However, the projects included within the RTP are transportation projects. Therefore, in general, they would reduce risks to wildfire by providing more access for emergency workers (including firefighters) to access areas of the planning area that are at risk of wildfire.

Moreover, the proposed project would be required to comply with the current state fire code. In addition, the proposed project is a plan-level document. Each individual RTP project will be evaluated by the implementing agency on a project-specific level during the design and engineering stage of the process. Each individual RTP project will be reviewed for conformance with county and/or local-level municipal codes to ensure that the project would not expose people or structures to a significant risk of loss, injury or death from wildland fires, or result in a wildfire impact. Examples include Placer County Code Article 9.32, Fire Prevention, which contains the County Fire Hazard Ordinance; and Article 9.32, Part 4, Hazardous Vegetation and Combustible Material Abatement, which provides instructions for the removal of hazardous vegetation and combustible materials situated in the unincorporated areas of the County to reduce the potential for fire and to promote the safety and welfare of the community. These County codes are examples of requirements that would apply to all future RTP projects to minimize ignition potential and risk to existing structures. Therefore, this is considered a ***less than cumulatively considerable*** impact.

4.2 GROWTH-INDUCING EFFECTS

INTRODUCTION

Section 15126.2(d) of the CEQA Guidelines requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

> *The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.*

Based on the CEQA Guidelines, growth inducement is any growth that exceeds planned growth of an area and results in new development that would not have taken place without implementation of the project. A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand *(Napa Citizens for Honest Government v. Napa County Board of Supervisors)*. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The State CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

Components of Growth

The timing, magnitude, and location of land development and population growth in a region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and non-residential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Since the general plan of a community defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

GROWTH EFFECTS OF THE PROJECT

The proposed 2050 RTP is intended to provide efficient and effective regional road, transit, rail, bicycle, pedestrian, and aviation systems that accommodates the demand for safe movement of people and goods, while reducing usage of nonrenewable energy resources for transportation purposes and achieving federal and state air quality standards.

Population Growth

The population of Placer County is expected to grow substantially in the coming years. According to SACOG's population projections, the County's population increase from 2020 to 2050 is approximately 391,779 persons to 509,191 persons, for an estimated increase of 30 percent (SACOG, 2025). The RTP will accommodate growth planned by Placer County and the incorporated communities.

The 2050 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans. PCTPA does not have the authority to make local land use decisions. However, PCTPA has included policy incentives for the local land use agencies to utilize Smart Growth principals in the development of new projects.

Ultimately, the County and incorporated communities are the agencies responsible for approving land development projects; the 2050 RTP identifies the anticipated transportation projects contained in individual agency's plans (General Plans, short-range transit plans, etc.) to be implemented, but does not provide approval of development projects. The 2050 RTP does not increase the amount of growth that could occur under the adopted and draft General Plans of the County and incorporated communities, nor does it provide infrastructure that would accommodate growth in excess of planned levels.

It is anticipated that Placer County and its incorporated communities would grow at rates governed by market influences (the demand for housing as influenced by interest rates, employment rates, etc.) as regulated by adopted general plans and local regulations regardless of approval of the 2050 RTP. The 2050 RTP provides a strategy to reduce the adverse traffic and circulation effects, including demands on energy and air quality effects, of planned growth and would not directly induce growth.

Growth Effects Associated with Infrastructure Improvements

The 2050 RTP includes proposed roadway and transportation improvements that have been designed to support the general plans of Placer County, and the incorporated cities. The 2050 RTP does not include any provisions requiring the oversizing of infrastructure facilities to serve growth not currently planned.

The 2050 RTP also includes provisions to increase alternative modes of transportation, (transit, bicycle, and pedestrian), including increasing transit ridership at a rate that maintains pace with population growth, and thus, would not provide roadway improvements that could improve vehicle levels of service at the detriment of transit, pedestrian and bicycle uses. The physical environmental effects of the proposed roadway improvements within the County and any offsite impacts that could result from the proposed roadway improvements have been disclosed in this Draft EIR.

Environmental Effects of Growth

As described above, the 2050 RTP is not considered to be growth-inducing. The following environmental effects could be experienced due to growth throughout the County, although this is not a direct result of the 2050 RTP:

Aesthetics – Changes to views from scenic corridors, small areas where views of scenic resources may be obstructed, removal and/or relocation of scenic resources, such as trees, and increases in daytime glare and nighttime lighting.

Agricultural and Forest Resources – Loss of important and significant farmlands, including lands under Williamson Act contract, and conflicts with agricultural activities on lands zoned or planned for agricultural uses, and conflicts with forestland lands or timberlands on lands zones or planned for forest or timber uses.

Air Quality – Increases in air pollutant emissions potentially conflicting with air quality attainment efforts under state and federal Clean Air Acts, greenhouse gas emissions, and increased potential for the exposure to toxic air contaminants.

Cultural and Tribal Resources – Loss and degradation of cultural and/or tribal resources, including prehistoric and archaeological artifacts, burial grounds, palaeontologic resources, and historic resources, including structures and districts of historic significance.

Greenhouse Gases, Climate Change, and Energy – Increases in greenhouse gas emissions exceeding established standards and/or limits allowed in applicable plans and policies (i.e. Climate Action Plans, ARB Reduction Targets, etc.), and/or inefficient use of energy resources.

Land Use and Population – increased substantial population growth in an area.

Transportation and Circulation – Increased traffic volumes and delay on the region's highways and regional roadways resulting in deficient levels of service of operation.

Wildfire – Increased risk of exposing people or structures to wildfire.

It is noted that these effects of growth are anticipated to occur regardless of adoption of the proposed 2050 RTP as development and other growth projects could continue to be approved and implemented by the County and incorporated communities. The 2050 RTP is largely intended to respond to deficiencies in the transportation network, which is a beneficial effect.

4.3 SIGNIFICANT IRREVERSIBLE EFFECTS

CEQA requires that EIRs prepared for the adoption of a plan, policy, or ordinance of a public agency must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as:

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

Implementation of the 2050 RTP could result in the conversion of undeveloped agricultural and open space land areas to transportation facilities, including roadway, transit, bicycle, pedestrian, aviation, and other transportation improvements. These improvements would constitute a long-term commitment to transportation infrastructure. It is unlikely that circumstances would arise that would justify the return of the land to its original condition.

Development of transportation infrastructure and facilities would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Renewable, nonrenewable, and limited resources that would likely be consumed as part of transportation infrastructure and facilities would include, but are not be limited to, oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials.

4.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. The following significant and unavoidable impacts of the 2050 RTP are discussed in Chapter 3 (program-level) and previously in this chapter (cumulative-level). Refer to those discussions for further details and analysis of the significant and unavoidable impact identified below:

- Impact 3.2.1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract.
- Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses.
- Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change.

5.1 CEQA REQUIREMENTS

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that meet most or all project objectives while reducing or avoiding one or more significant environmental effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6[f]). Where a potential alternative was examined but not chosen as one of the range of alternatives, the CEQA Guidelines require that the EIR briefly discuss the reasons the alternative was dismissed.

PROJECT OBJECTIVES

The alternatives to the proposed project selected for analysis in the EIR were developed to minimize significant environmental impacts, while fulfilling the basic objectives of the project. As described in Chapter 2.0, Project Description, the following objectives have been identified for the 2050 RTP project.

The purpose of the 2050 RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in Placer County. The 2050 RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives. The following overall goals have been identified for the 2050 RTP:

1. Improve the mobility of Placer County residents through the implementation of projects that support all modes of travel.

2. Maintain a safe, secure, accessible, and efficient multimodal transportation network that meets the needs of all Placer County residents and visitors by adopting a "fix it first" mentality.

3. Promote sustainable transportation planning and environmental stewardship by considering transportation investments based on land use development, air quality analysis, encouraging zero emission vehicles, and alternatives to the single-occupant vehicle; while integrating technology solutions into investments that support a resilient, adaptable, and sustainable transportation system.

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

5. Incorporate equitable, all-inclusive community engagement efforts as part of the planning process and encourage input from all interested groups and persons.

ALTERNATIVES NOT SELECTED FOR FURTHER ANALYSIS

On February 12, 2025, a Notice of Preparation was circulated to the public to solicit recommendations for a reasonable range of alternatives to the proposed project. Additionally, a scoping meeting was held during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. No specific alternatives were recommended by commenting agencies or the general public during the NOP public review process.

5.2 ALTERNATIVES CONSIDERED IN THIS EIR

In addition to the No Project alternative, three alternatives to the proposed project were developed based on public input and the technical analysis performed to identify the environmental effects of the proposed project. Due to the nature of the proposed project, there are elements common to each of the alternatives, with each alternative having the same approach and investment associated with goods movement, aviation, energy, land use strategies, and outreach and coordination objectives. The alternatives analyzed in this EIR include the following four regional alternatives in addition to the proposed 2050 RTP project.

Alternative 1 – No Project
Alternative 2 – Road Emphasis
Alternative 3 – Transit Enhanced
Alternative 4 – Financially Unconstrained

FINANCIALLY CONSTRAINED (PROPOSED PROJECT)

The proposed project represents a financially-constrained approach to the 2050 RTP, focusing on a balanced transportation system that will provide regional and local mobility through programming most funding for highway and multi-modal network improvements. The proposed project only includes improvements for which funding has been identified as is intended to balance funds between the various modes of transportation. The Financially Constrained Alternative leverages Caltrans funding for the road network while also emphasizing transit and multi-modal systems and networks. The Financially Constrained Alternative would continue to support bicycle and pedestrian projects. The Financially Constrained Alternative focuses on decreasing traffic congestion and reducing air pollutant emissions through a combination of capacity and operational improvements directed at single occupancy vehicles, and investments in the regional transit system and bike and pedestrian facilities. The RTP embodies three elements: Policy Element, Action Element, and Financial Element. These elements are described in detail in Section 2.0 Project Description along with the individual improvements and funding sources. The total cost for the Tier I projects is approximately $5.5 billion (in 2024 dollars).

NO PROJECT ALTERNATIVE

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. When a project involves the revision of an

existing plan, the no-project alternative should reflect continuation of the existing plan. For purposes of this analysis, the No Project Alternative is the continuation of PCTPA's adopted 2044 RTP into the future. It should be noted however that some of the dollars that are programmed for projects under the 2044 RTP will not be available until such time that there is an adopted RTP. Therefore, under this alternative PCTPA would not be able to carry out all the transportation projects in the current 2044 RTP, and some or all the $5.5 billion in funding would be in jeopardy.

ROAD EMPHASIS ALTERNATIVE

The Road Emphasis Alternative focuses investment, and implements projects based on a road emphasis that are included in the Financially Constrained Alternative (Tier 1 RTP projects) and would require shifting funds from the Financially Unconstrained Alternative to fund roadway improvements, operation, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not programmed at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available under this alternative. The total funding is not anticipated to change under this alternative.

TRANSIT ENHANCED ALTERNATIVE

The Transit Enhanced Alternative focuses investment into transit modes, while also funding the locally-funded transportation improvements included in the Financially Constrained Alternative. This alternative would require shifting funds from the Financially Unconstrained Alternative to fund transit capital, operational, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not programmed at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available. It should also be noted that the increase in transit service under this alternative would not result in a proportionate increase in ridership, particularly in the smaller communities and more rural areas. Under this alternative, the following would occur:

- Funding for long-term unconstrained regional roadway improvements would be shifted to transit projects.
- Transit service would be increased both locally (incorporated cities), regionally (rural unincorporated communities), and inter-regionally (between Placer County and adjacent counties).
- Funding would be provided for increases in the transit fleet to accommodate the increase in transit service.
- Funding would be provided for transit maintenance/refueling/management facilities in order to accommodate increases in the transit fleet.
- Funding would be provided for the construction of park and ride lots to accommodate demand from the increased regional and commuter transit service.
- The total funding is not anticipated to change under this alternative.

FINANCIALLY UNCONSTRAINED ALTERNATIVE

The Financially Unconstrained Alternative includes all the individual projects identified under the Financially Constrained Alternative (discussed above and in Section 2.0 Project Description) plus numerous additional projects that are needed but not yet funded over the planning horizon. Under this alternative, total spending would need to increase by approximately $1.64 billion dollars. This alternative includes all projects without regard to whether they can be funded. These elements are described in detail in Section 2.0 Project Description along with the individual improvements.

5.3 ENVIRONMENTAL ANALYSIS

The alternatives analysis provides a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, Table 5.4-1 summarizes the comparative effects of each alternative, and compared to the proposed project (financially constrained).

NO PROJECT ALTERNATIVE

Aesthetics

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the potential for visual impacts as there would be less roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have a better effect on aesthetics in comparison to the other alternatives and is considered superior to the other alternatives.

Agricultural and Forest Resources

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of farmland and forest land converted to non-agricultural uses as there would be fewer roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have a better effect on important and significant farmlands in comparison to the other alternatives and is considered superior to the other alternatives.

Air Quality

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of construction-related emissions. This alternative would have less of an adverse effect on short term air quality impacts, but a greater effect on long-term operational air quality impacts. For instance, there would be greater congestion and fewer vehicles able to get through the roadway system efficiently under the No Project Alternative, which would make the delays higher than the other alternatives, thereby increasing motor vehicle emissions. The increase in congestion could create CO hot spots that would not otherwise exist. Additionally, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built

under the proposed project, have the potential to reduce VMT and emissions. Emissions generated under the No Project alternative would be greater when compared to the other alternatives. Therefore, this alternative is considered inferior to all other alternatives, as it would result in increased air quality impacts.

Cultural and Tribal Resources

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. This alternative would result in lesser impacts to cultural resources in comparison to the other alternatives and is considered superior to the other alternatives.

Greenhouse Gases, Climate Change and Energy

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of construction-related greenhouse gas emissions. However, there would be greater congestion and fewer vehicles able to get through the roadway system efficiently under the No Project Alternative, which would make the delays higher than the other alternatives. This would be expected to cause an avoidance of trips all together for some travelers, which may result in a lower overall VMT when compared to the Road Emphasis Alternative or the proposed project. However, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT, energy usage, and GHGs. Energy and GHG emissions generated under the No Project alternative would be reduced when compared to the Road Emphasis Alternative, but greater than the proposed project. Therefore, this alternative is considered superior to the Road Emphasis alternative, and inferior to all other alternatives.

Land Use and Population

The No Project Alternative would not reflect changes in land uses that have been approved since the previous RTP was adopted and it would also not be consistent with planning efforts that are currently underway, including general plan updates. As such, the No Project Alternative may result in conflicts with land uses and result in an infrastructure system not consistent with current growth and population projections for the County and its incorporated communities. Therefore, this alternative would have a worse effect on land use and population than the other alternatives and is considered inferior to the other alternatives.

Transportation and Circulation

The No Project Alternative would be expected to result in an increase in congestion and over-utilization of roadways through the 2050 planning horizon because many of the improvement projects that would be carried out under the Financially Constrained (proposed project), Financially Unconstrained, Road Emphasis, and Transit Enhancement alternatives would not be carried out. The improvements under these alternatives would be expected to either maintain or improve roadway congestion conditions as compared to the No Project Alternative. While

traffic conditions would worsen as compared with existing conditions, this would largely be due to the projected increase in development. Overall, the No Project Alternative is inferior to the other alternatives.

Additionally, on the transportation side, a variety of improvements are included in the proposed project, such as new managed lanes, auxiliary lanes, roadway widening, bicycle and pedestrian infrastructure improvements, transit facilities, increased transit service, and roadway maintenance and rehabilitation projects. These transportation improvements would not affect fuel loading or defensible space and would not include habitable structures. Although there could be an elevated risk of accidental ignition of a wildland fire during construction in forested areas, the potential for standard construction practices to result in wildland fire would not be substantially increased because of the planned transportation investments of the proposed project. Projects that involve the expansion or extension of the transportation system may expose more land uses to risks associated with wildland fires, particularly at the urban edge. However, transportation improvements, especially capacity improvements, also generally improve the transportation network to move people more efficiently, which is beneficial for emergency access and evacuation due to a wildfire.

Wildfire

Transportation projects generally involve the expansion or extension of the transportation system, which is not typically considered to be at risk from wildland fires, in terms of potential injury, loss of life, or damage to improvements. The No Project Alternative would implement fewer transportation improvement projects than the other alternatives and would reduce the potential for accidental ignition of a wildland fire during construction in forested areas, as well as reduce the potential to expose land uses on the urban edge to risks associated with wildland fires. However, the No Project Alternative would result in a less efficient transportation system that would be expected to result in an increase in congestion and over-utilization of roadways through the 2050 planning horizon, because many of the improvement projects that would be carried out under the Financially Constrained (proposed project), Financially Unconstrained, Road Emphasis, and Transit Enhancement alternatives would not be carried out. Therefore, the No Project Alternative would result in worse emergency access and evacuation due to a wildfire, resulting in a higher potential risk of loss, injury, or death to people or structures because of wildland fires. Overall, the No Project Alternative is inferior to the other alternatives.

ROAD EMPHASIS ALTERNATIVE

Aesthetics

The Road Emphasis Alternative would result in the construction of highway and roadway projects above and beyond those planned for in the Financially Constrained Alternative, and would create the greatest potential for adverse impacts on aesthetics compared to the other alternatives. This alternative would increase the potential for loss or degradation of scenic views and resources, change in visual character, and increased light and glare. This alternative would

have a worse effect compared to the other alternatives and is considered inferior to the other alternatives.

Agricultural and Forest Resources

The Road Emphasis Alternative would implement more highway and roadway projects than the other alternatives, and would increase the amount of farmland and forest land converted to non-agricultural uses as there would be more roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have a worse effect on important and significant farmlands and forest land in comparison to the other alternatives and is considered inferior to the other alternatives.

Air Quality

The Road Emphasis Alternative would result in more construction-related emissions than other alternatives because of more physical development. This alternative would result in less congestion and a more efficient roadway system compared to other alternatives. VMT would be expected to be greater than the other alternatives, while the congestion may be less than the other alternatives. Although this alternative will allow for greater traffic capacity it will also result in less traffic congestion, which reduces the risks for CO hot spots. This alternative is considered roughly equal to the No Project alternative, and inferior to all other alternatives in terms of air quality.

Cultural and Tribal Resources

The Road Emphasis Alternative would result in the construction of additional improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with roadway and transportation infrastructure projects. This alternative would have a worse effect compared to the other alternatives and is considered inferior to the other alternatives.

Greenhouse Gases, Climate Change and Energy

The Road Emphasis Alternative would result in more construction-related greenhouse gas emissions than other alternatives because of more roadway development. This alternative would result in less congestion and a more efficient roadway system compared to other alternatives, which would reduce vehicle idling times. VMT would be expected to be greater than the other alternatives, while the congestion may be less than the other alternatives. Transit and alternative modes of transportation would be less available due to less investment in such transportation. Despite expected reductions in congestion, given the expected increases in overall VMT, this alternative is inferior to the other alternatives in terms of greenhouse gases and energy usage.

Land Use and Population

The Road Emphasis Alternative would result in the construction of more transportation improvement projects when compared to the other alternatives. These improvements could

result in growth inducing impacts if they are developed above and beyond their capacity warrants. This alternative is inferior to the other alternatives regarding land use and population.

Transportation and Circulation

The Road Emphasis Alternative would be expected to result in a reduction in congestion, but an over-utilization of roadways through the 2050 planning horizon. The improvements under this alternative would be expected to either maintain or improve roadway congestion conditions when compared with the other alternatives. Overall, the Road Emphasis Alternative is superior to the other alternatives.

Wildfire

The Road Emphasis Alternative would result in the construction of more transportation improvement projects when compared to the other alternatives. These improvements could result in an increased risk of wildfires if projects expand the transportation system beyond their capacity warrants into new areas or areas closer to open spaces with increased fire hazards. Compared to all other alternatives, excluding the Financially Unconstrained Alternative, the Road Emphasis Alternative would result in increased infrastructure expansion and development; therefore, the Road Emphasis Alternative has the highest potential to expand the transportation system into new areas or areas closer to open spaces with higher fire hazards and result in an increased risk of exposing land uses on the urban edge to risks associated with wildland fires. Additionally, transportation improvements, especially capacity improvements, also generally improve the transportation network to move people more efficiently, which is beneficial for emergency access and evacuation due to wildfires. However, this alternative is inferior to only the Financially Constrained Alternative, because the Financially Constrained Alternative would result in less transportation expansion into open space and rural areas and provides a balanced transportation system that decreases traffic congestion. This would result in a decreased risk in exposing people or structures to wildlife while also providing better emergency evacuation access should a wildfire occur.

Therefore, the Road Emphasis Alternative is superior to the No Project, Transit Enhancement, and Financially Unconstrained Alternative, but it is inferior to the Financially Constrained Alternative.

TRANSIT ENHANCED ALTERNATIVE

Aesthetics

The Transit Enhanced Alternative would result in significant new investments in transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities in addition to the projects under the Financially Constrained Alternative. This alternative would result in less physical development compared to the Financially Unconstrained and Road Emphasis alternatives because many of Tier I and Tier II capacity increasing traffic projects would not occur. This project would, however, have significantly more physical development when compared to the No Project alternative. This alternative would be inferior to the No Project

alternative, roughly equal to the Financially Constrained, and superior to the Financially Unconstrained, and Road Emphasis alternative.

Agricultural and Forest Resources

The Transit Enhanced Alternative would result in the construction of new improvement projects resulting in the impacts to agricultural and forest lands. This alternative would result in less physical development compared to the Financially Unconstrained and Road Emphasis alternatives, while it would have significantly more physical development when compared to the No Project alternative. This alternative would be inferior to the No Project alternative, equal to the Financially Constrained alternative, and superior to the Financially Unconstrained and Road Emphasis alternatives.

Air Quality

The Transit Enhanced Alternative is intended to reduce miles traveled by shifting some trips to transit. Under this alternative additional transit improvement projects would be expected to reduce trips and miles traveled for some travelers that would use transit if more convenient and readily available; however, additional congestion would occur under this alternative because roadway infrastructure that is needed would not be developed and additional transit available would not be expected to significantly change the travel characteristics and infrastructure needs for the region. The increased congestion would cause CO hot spots that would not otherwise exist. This alternative would result in more construction-related emissions when compared with the No Project Alternative, but less construction related emissions would be generated when compared to the Roadway Emphasis and Financially Unconstrained Alternatives. This alternative is considered superior to the No Project, Financially Unconstrained, and Road Emphasis alternatives, and equal to the Financially Constrained alternative.

Cultural and Tribal Resources

The Transit Enhanced Alternative would result in the construction of new improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with infrastructure projects. This alternative would result in less physical development compared to the Financially Constrained, Financially Unconstrained, and Road Emphasis alternatives, while it would have significantly more physical development when compared to the No Project alternative. This alternative would be inferior to the No Project alternative, equal to the Financially Constrained alternative, and superior to the Road Emphasis, and Financially Unconstrained alternatives.

Greenhouse Gases, Climate Change and Energy

The Transit Enhanced Alternative would result in more construction-related emissions from the construction of new projects when compared with the No Project Alternative, but less than the Roadway Emphasis and Financially Unconstrained Alternatives. Under this alternative, additional transit improvement projects would be expected to reduce trips and miles traveled for some travelers that would use transit if more convenient and readily available; however, additional congestion would occur under this alternative because roadway infrastructure that is needed

would not be developed and additional transit available would not be expected to significantly change the travel characteristics and infrastructure needs for the region. This alternative is considered superior to the other alternatives.

Land Use and Population

The Transit Enhanced Alternative would result in significant new investments in transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities in addition to most of the projects under the Financially Constrained Alternative. The improvements under the Financially Constrained Alternative are designed to facilitate growth consistent with the General Plans and planning activities of the County and its incorporated communities. This alternative would implement many planned (Tier 1) roadway improvements, plus provide significant funding for transit projects. Overall, this alternative is inferior to the Financially Constrained and Financially Unconstrained alternatives because it would be expected to require greater development on new land when compared to the other alternatives. The use of more undeveloped land for more projects is expected to increase the likelihood of physically dividing an established community, conflicting with land use plans, policies, or regulations, conflicting with an applicable habitat conservation plan, and/or displacing substantial numbers of people. This alternative is superior to the No Project, and Road Emphasis alternatives regarding these land use and population issues.

Transportation and Circulation

The Transit Enhanced Alternative is intended to reduce miles traveled by shifting some trips to transit. Under this alternative additional transit improvement projects would be expected to reduce trips and miles traveled for some travelers that would use transit if more convenient and readily available; however, additional congestion would occur under this alternative because roadway infrastructure that is needed would not be developed and additional transit available would not be expected to significantly change the travel characteristics and infrastructure needs for the region. Overall, this alternative is inferior to the Financially Constrained, Financially Unconstrained, and Road Emphasis alternatives, and superior to the No Project regarding traffic.

Wildfire

The Transit Enhancement Alternative would result in significant new investments in transit capital, operational, and maintenance improvements, as well as bicycle and pedestrian facilities in addition to the projects under the Financially Constrained Alternative. This alternative would result in less physical development as compared to the Financially Unconstrained and Road Emphasis Alternatives, because many capacity increasing traffic projects would not occur. Although it is anticipated that the Transit Enhancement Alternative would result in a reduced potential to expose land uses on the urban edge to risks associated with wildland fires compared to the Road Emphasis, Financially Constrained, and Financially Unconstrained Alternatives, it is anticipated that additional congestion would occur under this alternative, because roadway infrastructure that is needed would not be developed. In addition, the additional transit available would not be expected to significantly change the travel characteristics and infrastructure needs for the region. Therefore, the Transit Enhancement

Alternative would result in increased impacts to emergency access and evacuation due to a wildfire as compared to the Road Emphasis, Financially Constrained, and Financially Unconstrained Alternatives, resulting in a higher potential risk of loss, injury, or death to people or structures because of wildland fires. Overall, the Transit Enhancement Alternative is inferior to the Road Emphasis, Financially Constrained, and Financially Unconstrained Alternatives, but superior to only the No Project Alternative.

FINANCIALLY UNCONSTRAINED ALTERNATIVE

Aesthetics

The Financially Unconstrained Alternative would result in the construction of additional improvement projects when compared to the Financially Constrained Alternative. This alternative would increase the potential for loss or degradation of scenic views and resources, change in visual character, and increased light and glare. This alternative would be inferior to the No Project, Financially Constrained, and Transit Enhanced alternatives, and superior to the Road Emphasis alternative.

Agricultural and Forest Resources

The Financially Unconstrained Alternative would result in the construction of additional improvement projects resulting in increased potential impacts to agricultural and forest lands. This alternative would result in more physical development compared to all other alternatives. This alternative would be inferior to the No Project, Financially Constrained, and Transit Enhanced alternatives, and superior to the Road Emphasis alternative.

Air Quality

The Financially Unconstrained Alternative would result in more construction-related emissions than other alternatives because of more physical development. This alternative would result in less congestion and a more efficient roadway system compared to other alternatives. VMT would be expected to be greater than the other alternatives, while the congestion may be less than the other alternatives. Reduced traffic congestion would result in less potential for CO hot spots. This alternative is superior to the Road Emphasis and No Project Alternative regarding air quality and is inferior to the Financially Constrained and Transit Enhanced alternatives.

Cultural and Tribal Resources

The Financially Unconstrained Alternative would result in the construction of additional improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with roadway and transportation infrastructure projects associated with this alternative. This alternative is superior to the Road Emphasis Alternative, and is inferior to the Transit Enhanced, Financially Constrained, and No Project alternatives regarding air quality.

Greenhouse Gases, Climate Change and Energy

The Financially Unconstrained Alternative would result in a more efficient roadway system when compared to other alternatives. While additional trips would occur under this alternative, due to enhanced alternative transit availability and roadway capacity, congestion would be expected to decrease in comparison to the other alternatives. This alternative would allow for more improvement projects which would have short-term emissions. This alternative is superior to the Fiscally Constrained, Road Emphasis, and No Project Alternative regarding energy usage and greenhouse gases and is, therefore, inferior to the Transit Enhanced Alternative.

Land Use and Population

The Financially Unconstrained Alternative would result in the construction of additional transportation improvement projects when compared to all other alternatives excluding Road Emphasis. These improvements are designed to facilitate growth consistent with the General Plans and planning activities of the County and incorporated communities. This alternative would implement planned roadway improvements. The other alternatives would not result in the development of needed capacity improvements that would facilitate implementation of the general plan. This alternative is superior to the other alternative regarding land use and planning.

Transportation and Circulation

The Financially Unconstrained Alternative would reduce impacts to roadway congestion in comparison to the Fiscally Constrained, Transit Enhanced, and No Project alternatives. This alternative would result in increased traffic safety in comparison to the other alternatives. While additional trips would occur under this alternative, due to enhanced alternative transit availability and roadway capacity, congestion would be expected to decrease in comparison to the other alternatives. This alternative would allow for more improvement projects that are needed to maintain acceptable levels of service and roadway safety to be constructed, including alternative mode projects. Overall, this alternative is inferior to the Road Emphasis alternative, and superior to the other alternatives regarding traffic.

Wildfire

The Financially Unconstrained Alternative would result in the construction of additional transportation improvement projects as compared to all other the alternatives, excluding the Road Emphasis Alternative. As discussed above, the Financially Unconstrained Alternative would reduce impacts to roadway congestion and would increase traffic safety in comparison to the other alternatives. For this reason, it is anticipated that the Financially Unconstrained Alternative would improve the transportation network to move people more efficiently, in case of the need to evacuate due to a wildfire. However, the Financially Unconstrained Alternative would result in greater infrastructure expansion and development than any of the other alternatives. Therefore, the Financially Unconstrained Alternative has the highest potential to expand the transportation system into new areas or areas closer to open spaces with higher fire hazards, resulting in an increased risk of exposing land uses on the urban edge to risks

associated with wildland fires. Overall, the Financially Unconstrained Alternative is superior to the No Project Alternative and Transit Enhanced Alternative, but inferior to the Financially Constrained and Road Emphasis Alternatives.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

Table 5.4-1 provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. As shown in Table 5.4-1 below, the Financially Constrained Alternative and the Transit Enhancement Alternative have the lowest overall impact (score of 15) and are deemed the environmentally superior alternatives because they provide the greatest reduction of potential impacts in comparison to the other alternatives.

The Financially Unconstrained Alternative ranks second with a score of 16, the No Project Alternative ranks third with a score of 19, and the Road Emphasis Alternative ranks last with a score of 26.

TABLE 5.4-1: COMPARISON SUMMARY OF ALTERNATIVES

ENVIRONMENTAL ISSUE	*FINANCIALLY UNCONSTRAINED*	*NO PROJECT*	*FINANCIALLY CONSTRAINED (PROPOSED PROJECT)*	*ROAD EMPHASIS*	*TRANSIT ENHANCEMENT*
Aesthetics	3 (Medium)	1 (Best)	2 (Equal)	4 (Worst)	2 (Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on aesthetics. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to degrade scenic views, remove scenic resources, change visual character, and result in increased light and glare would be less under the No Project Alternative when compared to the other alternatives.				
Agricultural and Forest Resources	3 (Medium)	1 (Best)	2 (Equal)	4 (Worst)	2 (Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on agricultural and forest resources. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to convert agricultural and forest lands to non-agricultural and non-forest uses as well as the potential for conflicts with agricultural lands would be less under the No Project Alternative when compared to the other alternatives.				
Air Quality	2 (Medium)	3 (Equal)	1 (Equal)	3 (Equal)	1 (Equal)
	The Financially Constrained Alternative and Transit Enhanced Alternative would equally result in the lowest potential for adverse impacts on air quality. As roadway infrastructure improvement projects would increase to alleviate LOS deficiencies and transit service and bike/pedestrian use would increase under these alternatives, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle related air quality emissions.				

Environmental Issue	*Financially Unconstrained*	*No Project*	*Financially Constrained (proposed Project)*	*Road Emphasis*	*Transit Enhancement*
Cultural and Tribal Resources	3 (Medium)	1 (Best)	2 (Equal)	4 (Worst)	2 (Equal)
	The No Project Alternative would result in the lowest potential for adverse impacts on cultural resources. As roadway infrastructure improvement projects would decrease under this alternative, there would be fewer construction and infrastructure development projects that would have the potential to degrade or destroy cultural resources, including archaeological, paleontological, historic, and human remains, under the No Project Alternative when compared to the other alternatives.				
Greenhouse Gases, Climate Change and Energy	2 (Better)	4 (High)	3 (Medium)	5 (Worst)	1 (Best)
	The Transit Enhanced Alternative would result in the lowest potential for adverse impacts from Greenhouse Gases, Climate Change, and Energy. As roadway infrastructure improvement projects would increase to alleviate LOS deficiencies and transit service and bike/pedestrian use would increase under this alternative, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle-related energy usage and greenhouse gas emissions.				
Land Use and Population	1 (Best)	4 (High)	2 (Better)	5 (Worst)	3 (Medium)
	The Financially Unconstrained Alternative would result in the lowest potential for adverse impacts associated with land use and population because this alternative is most consistent with the needs of the local General Plans, specifically including the Land Use and Circulation Elements. This alternative would be the most consistent with land use planning activities in the County and its jurisdictions as this alternative would implement the transportation projects necessary to serve planned development as well as provide transportation services at adequate levels. Therefore, the Financially Unconstrained Alternative would have less of an impact on land use and population than other alternatives.				
Transportation and Circulation	2 (Better)	5 (Worst)	3 (Medium)	1 (Best)	4 (High)
	The Road Emphasis Alternative would reduce greater impacts associated with congestion and roadway safety in comparison to the other alternatives. As this alternative would involve additional improvements to the roadway system to increase capacity and roadway safety, this alternative would result in improved roadway safety, a reduction in miles traveled, and a reduction in congestion in comparison with the proposed project and other alternatives.				
Summary	**16 (Medium)**	**19 (High)**	**15 (Equal)**	**26 (Worst)**	**15 (Equal)**

6.1 INTRODUCTION

An analysis of the proposed Project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in the California Environmental Quality Act ("CEQA") Guidelines Appendix G, was conducted as part of the preparation of this EIR. During this evaluation, certain Project impacts were found to have no impact or have a less than significant impact due to the inability of a project of this scope to create such impacts or the absence of Project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to have no impact or a less than significant impact or a less than significant impact with mitigation.

6.2 NO IMPACT

HAZARDS AND HAZARDOUS MATERIALS

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Response e) Hazards related with airports are typically grouped into two categories: air hazards and ground hazards. Air hazards jeopardize the safety of an airborne aircraft and expose passengers, pilots and crews to danger. Examples of air hazards include tall structures, glare-producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with take-off or landing procedures, posing a risk to aircraft. Ground hazards jeopardize the safety of current and future residents and/or workers in the vicinity of an airport. The most obvious ground hazard is a crash, which may produce a serious, immediate risk to those residing in or using areas adjacent to the airport. Most accidents occur during take-off and landing. Therefore, the higher the density around an airport, including transportation facilities, the higher the risk associated with this type of hazard.

Within Placer County, the *Placer County Airport Land Use Compatibility Plan* adopted on September 22, 2021, and last amended in May 2023, promotes compatibility between the airports in Placer County and the land uses which surround them. Airports within the County covered under this plan include:

- Auburn Municipal Airport

- Blue Canyon Airport
- Lincoln Regional Airport

This plan does not address Truckee-Tahoe Airport which lies on the boundary between Placer and Nevada counties, where only a small portion lies within Placer County. Airport land use compatibility planning matters for the Truckee-Tahoe Airport are the responsibility of the Truckee-Tahoe Airport Land Use Commission, a special two-county ALUC. The Nevada County Transportation Commission (NCTC) serves as the ALUC staff.

Some of the RTP projects are located within proximity to airports within the County. These improvements are transportation related and do not create residences or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within Placer County.

The 2050 RTP requires consistency with the PCALUCP to ensure that the RTP would not impact people residing or working within two miles of an airport. Improvements to transportation facilities near airport land uses and airport facilities is expected to improve the safety conditions at these airports through increased access and response. Therefore, there is ***no impact***.

Response f) The individual RTP improvement projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The RTP would improve transportation systems throughout the County, which is expected to improve the emergency response and evacuation routes throughout the County. Therefore, there is ***no impact***.

Response g) The potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires is addressed in Section 3.8, Wildfire, of the Draft EIR.

6.3 LESS THAN SIGNIFICANT IMPACTS

GEOLOGY AND SOILS

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Response e) The RTP would not result in the generation of sewer water or the expansion of septic infrastructure. Implementation of the proposed project would have a ***less than significant impact*** relative to this topic.

Response f) The potential to directly or indirectly destroy a unique paleontological resource or site, or a unique geologic feature is addressed in Section 3.4, Cultural and Tribal Resources, of the Draft EIR.

HAZARDS AND HAZARDOUS MATERIALS

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Response a) Construction of the individual RTP projects may involve the transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels, diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. However, the transportation of hazardous materials is heavily regulated and monitored by federal, state, and local regulations and policies. All transportation of hazardous materials, if any, will be required to comply with all existing regulations and policies. Compliance with all existing regulations and policies would ensure that the impact would be ***less than significant***, and no additional mitigation is required.

Response b)

Hazardous Solvents and Architectural Coatings: The construction and maintenance of individual RTP projects would involve the use of fuels, solvents, architectural coatings, and other chemicals that may be considered hazardous if not properly used. Typically, "leftover" materials are used on other projects when possible. In any case, the handling and disposal of these products would be governed according to regulations enforced by local fire departments, Certified Unified Program Agencies (CUPAs), the State Division of Occupational Safety and Health, and the Department of Toxic Substances Control. In addition, regulations under the federal and state Clean Water Act require contractors to avoid allowing the release of materials into surface waters. Compliance with the existing regulatory environment would ensure that this impact would be ***less than significant***.

Asbestos: The construction of RTP projects within areas that are known to have naturally occurring asbestos, or areas where asbestos is contained with existing structures, could lead to the disturbance and release of asbestos fibers. Earthmoving, excavation, and demolitions of materials containing asbestos requires monitoring to ensure that they are not used as soil or fill materials, and that they are properly disposed of in accordance with federal and state regulations.

Conclusion: Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level assessments and will be responsible for consideration of mitigation measures for significant effects on the environment. If asbestos is deemed present, an Asbestos Hazard Dust Mitigation Plan would be prepared to ensure that adequate dust control and asbestos hazard mitigation measures are implemented during project

construction. Implementation of any applicable mitigation measures presented in Section 3.3, Air Quality, of the Draft EIR, would ensure that this potential impact is reduced to a ***less than significant*** level.

Response c) Due to the regional nature of the transportation improvements, some will inevitably be located within ¼ mile of a school in Placer County. Hazardous materials used in construction of an RTP project in the vicinity of a school, or other sensitive receptors such as hospitals and residences, could be accidentally released. In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable federal, state, and local regulations and policies, including hazard mitigation plans. Compliance with all existing regulations, policies, and hazard mitigation plans would ensure that the impact would be ***less than significant***, and no additional mitigation is required.

HYDROLOGY AND WATER QUALITY

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Response b) Individual RTP projects, such as road widenings, interchange reconstruction, railway crossings, and other projects would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge. Infiltration rates vary depending on the overlying soil types. In general, sandy soils have higher infiltration rates and can contribute to significant amounts of ground water recharge; clay soils tend to have lower percolation potentials; and impervious surfaces such as pavement significantly reduce infiltration capacity and increase surface water runoff. The amount of new pavement and the extent to which it affects infiltration depends on the site-specific soil type. Projects located in urban areas would have less of an impact than projects converting open lands and spaces.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. However, many of the individual RTP projects are in urban areas and along existing highways, streets, and roads in which most of the surfaces are already paved or impervious. In addition, extensive storm drainage systems present in these areas currently intercept rainfall and runoff waters, thus limiting the amount of groundwater recharge that occurs. Each project will include detailed project specific drainage plans that control storm water runoff, both during and after construction. The drainage plan will include project specific best management measures that are designed to allow for natural recharge and infiltration of stormwater. Implementation of the RTP would have a ***less than significant*** impact from these issues.

MINERAL RESOURCES

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Response a-b) An extensive range of mineral resources are found throughout Placer County. Current mineral extraction operations in the County include limestone and gold. Some individual RTP improvements may be in the vicinity of land that that contains mineral resources. However, implementation of the improvements would not directly cause changes resulting in conversion of any mining operations into a different use. Additionally, the individual improvement projects will improve transportation systems in the County, which would provide a beneficial impact for mining operations. Implementation of the proposed project will have a ***less than significant*** impact on mineral resources.

NOISE

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Response c) Some of the RTP projects are located within proximity to airports within the County. These improvements are transportation related and do not create residences, or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within Placer County. The proposed project would not expose people residing or working in the project area to excessive noise levels. This is a ***less than significant*** impact.

PUBLIC SERVICES

Response to CEQA Guidelines Appendix G Checklist Questions

a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?**
    i. **Fire protection?**
    ii. **Police protection?**

iii. Schools?
iv. Parks?
v. Other public facilities?

Response a.i-v) The proposed project would not directly result in an increased need for any public services or facilities and would not result in any new significant adverse impacts beyond those addressed in the Placer County 2020-2040 RTP EIR (PCTPA, 2019). The individual improvement projects are not anticipated to generate a need for additional public services such as fire, police, schools, or parks; however, each individual project will be evaluated when they are designed/engineered to determine if there are any specific impacts not known previously. With standard best management practices by the local land use authority and service providers all potential impacts associated with individual improvement projects would be reduced. Implementation of the proposed project itself would have a ***less than significant*** impact relative to this issue.

RECREATION

Response to CEQA Guidelines Appendix G Checklist Questions

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Response a-b) The proposed project itself would not directly result in an increased need for any recreational facilities and would not result in any new significant adverse impacts beyond those addressed in the Placer County 2020-2040 RTP EIR (PCTPA, 2019). The individual improvement projects are not anticipated to generate a need for additional recreation; however, each individual project will be evaluated when they are designed/engineered to determine if there are any specific impacts not known previously. With standard best management practices by the local land use authority and recreational providers all potential impacts associated with individual improvement projects would be reduced. Implementation of the proposed project itself would have a ***less than significant*** impact relative to this issue.

6.4 LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

BIOLOGICAL RESOURCES

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Response a) Construction and maintenance activities associated with the RTP projects could result in the direct loss or indirect disturbance of special-status wildlife species or their habitats that are known to occur, or have potential to occur, in Placer County. Impacts on special-status wildlife species or their habitat could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation. Significant impacts on special-status wildlife species associated with RTP projects include:

- increased mortality caused by higher numbers of automobiles on new or widened roads;
- direct mortality from the collapse of underground burrows, resulting from soil compaction;
- direct mortality resulting from the movement of equipment and vehicles through the Project area;
- direct mortality resulting from removal of trees with active nests;
- direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants;
- direct mortality resulting from fill of wetlands features;
- loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands;
- loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation;
- loss of suitable habitat for vernal pool invertebrates resulting from the destruction or degradation of vernal pools or seasonal wetlands;
- abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special status migratory birds resulting from construction-related noises;
- loss or disturbance of rookeries and other colonial nests;
- loss of suitable foraging habitat for special-status raptor species; and
- loss of migration corridors resulting from the construction of permanent structures or features.

The design process for each improvement would involve a level of field reconnaissance to precisely identify the potential for impacts to special status species and to identify project specific design measures that can be employed to avoid or lessen an impact. Project specific design measures may

include alternative designs to avoid habitats that are considered more sensitive and required for special status species. An impact would occur if a project would result in a take of a special status species or their habitat. If a project would in fact result in an incidental take of a special status species or their habitat it would be required to go through a permit process with the appropriate regulatory agency (i.e. Section 7 consultation with the USFWS and/or a Section 2081 consultation with the CDFW).

Permits may also be required from the USFWS and/or CDFW, and possibly by the local governments if a project design cannot avoid disturbance to special status species or their habitat. Permits are issued by regulatory agencies with conditions that are designed to mitigate the impact to the extent practicable. The proposed project does not directly cause an impact to special status species and the design process for individual improvements listed in the proposed project would require that each project be consistent with the policies that are established in the County's and each incorporated municipality's General Plan for the purpose of protecting biological resources, including special status species that their habitat.

Consistency with the County and incorporated municipalities' policies as well as adopted federal and state regulations that protect special-status species, including their habitat and movement corridors, would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Additionally, compliance with the Placer County Conservation Program (PCCP) ensures that special status species are protected to the extent feasible, and mitigation is incorporated as necessary. Since the RTP is a planning document and thus, no physical changes will occur to the environment, adoption of the RTP would not directly impact the environment. There is a reasonable chance that special status species will be impacted throughout the buildout of individual projects identified in the RTP due to the extent of special status species throughout the region. Mitigation Measure BIO-1 would ensure that any potential for impacts to special status species is reduced to a ***less than significant*** level.

Mitigation Measures

Mitigation Measure BIO-1: *Prior to final design approval of individual projects, the implementing agency shall have a qualified biologist conduct a field reconnaissance of the environmental limits of the project to identify any biological constraints for the project, including special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project, the implementing agency shall first, prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW, ACOE) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.*

For projects that are located within the PCCP plan area, and are constructed after adoption of the PCCP, the implementing agency shall coordinate with the PCCP administrator to verify whether construction within the study area would require a permit. The permit process will require a field reconnaissance of the project study area by an approved biologist to identify any biological constraints, including covered species or habitat. If the biologist identifies covered species or habitat within the study limits the implementing agency shall implement all minimization measures and pay the appropriate mitigation fees or provide land in lieu of fees as established by the PCCP.

Response b-c) The planning area contains sensitive natural communities, such as riparian, oak woodland, streams, rivers, wet meadows, and vernal pools. The planning area contains oak woodland habitat predominately in the foothills. California regulations require a lead agency to determine whether a project within its jurisdiction may result in significant effects to oak woodlands. If an agency determines that there may be a significant effect to oak woodlands because of a project, the agency must require oak woodlands mitigation alternatives to mitigate the significant effect. Such mitigation alternatives include: conservation using conservation easements; planting and maintaining an appropriate number of replacement trees; or the contribution of funds for the purpose of purchasing oak woodlands conservation easements.

Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special-status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the CWA.

The planning area contains numerous aquatic habitats that qualify as federally protected wetlands and jurisdictional waters. Section 404 of the CWA requires any project that involves disturbance to a wetland or water of the U.S. to obtain a permit that authorizes the disturbance. If a wetland or jurisdictional water is determined to be present, then a permit must be obtained from the USACE to authorize a disturbance to the wetland. Although subsequent improvements may disturb protected wetlands and/or jurisdictional waters, the regulatory process that is established through Section 404 of the CWA ensures that there is "no net loss" of wetlands or jurisdictional waters. If, through the design process, it is determined that an improvement project cannot avoid a wetland or jurisdictional water, then the USACE would require that there be an equal amount of wetland created elsewhere to mitigate any loss of wetland.

Construction activities associated with several projects, may include, but are not limited to the congestion relief projects, railroad crossings, overpasses or overcrossings, and pedestrian/bicycle projects such as bicycle routes along creek/river corridors, could result in the disturbance or loss of waters of the United States. This includes perennial and intermittent drainages; unnamed drainages; vernal pools; freshwater marshes; and other types of seasonal and perennial wetland communities. Wetlands and other waters of the United States could be affected through direct removal, filling, hydrological interruption (including dewatering), alteration of bed and bank, and other construction-related activities.

Detailed plans of the individual transportation projects identified in the proposed project have not been developed. Consistency with the applicable County and respective incorporated municipalities' policies and trustee agency regulations would ensure that appropriate design measures, including avoidance, are incorporated into the design of each improvement project. Since the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a reasonable chance that natural communities, including wetlands, riparian, or other sensitive natural communities will be impacted throughout the buildout of the individual RTP projects. This impact could result in adverse effects on wetlands, riparian, or other sensitive natural communities.

Mitigation Measures BIO-2, BIO-3, and BIO-4 would ensure that all future projects are designed to avoid sensitive habitat and wetlands to the greatest extent feasible. Where full avoidance is not possible, participation in pre-established habitat protection programs or State/federal permit mitigation programs would offset any potential impacts associated with project implementation. Adherence to the requirements in these mitigation measures would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure BIO-2: *Prior to approval of RTP projects, the implementing agency shall retain a qualified biologist to perform an assessment of the project area to identify wetlands, riparian, and other sensitive aquatic environments. If wetlands are present the qualified biologist shall perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual. The wetland delineation shall be submitted to the ACOE for verification.*

Mitigation Measure BIO-3: *If wetlands, riparian, or other sensitive aquatic environments are found within the project area, the implementing agency shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the implementing agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.*

Prior to construction, the implementing agency shall install orange construction barrier fencing to identify environmentally sensitive areas around the wetland (20' from edge), riparian area (100' from edge), and other aquatic habitats (250' from edge of vernal pool). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:

> *"The Contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by the implementing agency. The Contractor will take measures to ensure that Contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors."*

Temporary fences around the environmentally sensitive areas will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts with a maximum 10-foot spacing.

Immediately upon completion of construction activities the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, use a nonvegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts.

Mitigation Measure BIO-4: *If wetlands or riparian habitat are disturbed as part of the individual RTP project, the implementing agency shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Compensation may comprise onsite restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The implementing agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period.*

Response d) There are many native fish and wildlife species within the County that migrate or utilize movement corridors. The most notable for their protection status include the Chinook salmon (Oncorhynchus tshawytscha) and steelhead trout (Oncorhynchus mykiss). Salmon and steelhead trout are anadromous fish species that are present in the San Joaquin and Sacramento River Basins. The Sacramento River system has historically supported steelhead trout and four distinct spawning runs of Chinook salmon: fall, late fall, winter, and spring. The Central Valley steelhead was federally listed as threatened in 2003.

The fall/late fall-run salmon is a federal and state species of concern, and a candidate species for federal listing. The spring-run Chinook salmon population is listed as threatened by both federal and state agencies. Winter-run Chinook salmon population is listed as a federally and state endangered species. Populations of Central Valley Steelhead and Chinook salmon have been supported by hatcheries within the River Basins, as well as small tributaries.

The individual transportation improvements identified in the proposed project have not been designed or approved. Each project will be designed consistent with the applicable County and respective incorporated municipality's policies to ensure that appropriate design measures, including avoidance, are incorporated into the design of each improvement project. It will be important that each transportation project review the potential for impacts to riparian habitat, which is critical for the maintenance of high-quality fish habitat. It provides cover, controls temperature, stabilizes stream banks, provides food, and buffers streams from erosion and impacts of adjacent land uses. Riparian vegetation also affects stream depth, current velocity, and substrate composition.

Since the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a chance that protected migratory species, including the four distinct salmon runs, and steelhead may be impacted throughout the buildout of transportation improvements identified in the proposed project. Mitigation measure BIO-5 would ensure that all future projects are designed to facilitate the movement of sensitive species to the greatest extent feasible. Where full design mitigation is not feasible, compliance with state and federal permit requirements would offset any potential impacts associated with project implementation. Adherence to the requirements of Mitigation Measure BIO-5 would reduce this impact to a ***less than significant level***.

MITIGATION MEASURES

Mitigation Measure BIO-5: *Prior to design approval of RTP projects that contain movement habitat, the implementing agency shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to move through the transportation corridor, both during construction activities and post construction. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the transportation corridor. If the project cannot be designed with these design measures (i.e. due to traffic safety, etc.) the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities.*

Response e-f) The 2020 Placer County Conservation Program (PCCP) applies to western Placer County and specific areas where conservation activities will take place in neighboring Sutter County. The goal of the PCCP is to provide an effective framework to protect, enhance, and restore the natural resources in specific areas of western Placer County while streamlining environmental permitting for Covered Activities. Within this framework, the PCCP would achieve conservation goals, comply with state and federal environmental regulations, accommodate anticipated urban and rural growth, and permit the construction and maintenance of infrastructure needed to serve the County's population.

Projects located within the PCCP planning area must be coordinated with Placer County or the designated implementing agency to ensure consistency with the PCCP's goals and requirements. While the proposed project is anticipated to be implemented within the timeframe of the PCCP, there remains potential for individual projects to conflict with its provisions. However, implementation of Mitigation Measure BIO-6 would reduce the likelihood of such conflicts to a ***less than significant*** level. It is important to note that the PCCP only applies to a portion of the RTP planning area; therefore, projects located outside the PCCP boundary would not be subject to its requirements.

MITIGATION MEASURES

Mitigation Measure BIO-6: *If the PCCP has been adopted, prior to design approval of individual projects, the implementing agency shall coordinate with Placer County (or the designated agency responsible for implementing the PCCP) to determine the appropriate coverage, permits, compensatory mitigation or fees, and project specific avoidance, minimization, and mitigation measures.*

GEOLOGY AND SOILS

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
ii. **Strong seismic ground shaking?**
iii. **Seismic-related ground failure, including liquefaction?**
iv. **Landslides?**

b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**
c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**
d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Response a.i-ii): Although there are no Alquist-Priolo Earthquake Fault Zones within Placer County, the County does have several active and potentially active faults. There would always be a chance that a fault located anywhere in the state (or region) could rupture and cause seismic ground shaking. All projects would be required to conduct seismic hazard evaluations and comply with all appropriate Uniform Building Code and California Building Standards Code provisions. With the implementation of mitigation measure GEO-1, the proposed project would result in a ***less than significant*** impact from rupture of an earthquake fault and seismic ground shaking.

MITIGATION MEASURES

Mitigation Measure GEO-1: *Conduct project-level seismic hazard evaluations and design those project facilities according to the California Building Code. Implementing agencies will ensure evaluations of seismic ground shaking hazards for all individual improvement projects at the project-level. Based on these evaluations, the implementing agencies will ensure that design and construction of all new facilities are constructed in accordance with the most appropriate building standards to minimize the potential impacts to new facilities.*

Response b) Some of the individual RTP improvement projects would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Most soils in central and eastern Placer County are subject to high erosion potential and some soils have moderate to very high erosion potential. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. The Regional Water Quality Control Board will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each transportation improvement that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. Implementation of mitigation measures HYDRO-1 and HYDRO-2 would ensure that the RTP would have a ***less than significant*** impact from these issues.

MITIGATION MEASURES

Implement Mitigation Measures HYDRO-1 and HYDRO-2 discussed in a later section, below.

Response a.iii-v), c) Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. Some areas within Placer County are subject to liquefaction. Sites in Placer County having liquefaction potential are typically those on alluvial deposits having groundwater and sand or silt layers of uniform grain size within about 30 feet of the surface.

In the case of a major earthquake, some areas in Placer County would also be subject to landslide, lateral spreading, subsidence, and/or collapse. Portions of Placer County exist on hilly and/or mountainous terrain, where risk of landslide, lateral spreading, subsidence, and collapse are greater. In areas near the Lake Tahoe Basin, where earthquake risk is high, there is a relatively high potential for some areas to be subject to one or more of these geological risks.

Each improvement project would be required to have a specific geotechnical study prepared and incorporated into the improvement design. The geotechnical study would provide recommendations for mitigating any potential risk associated with site specific conditions. Implementation of project specific geotechnical engineering measures would reduce the safety risks of landslides, lateral spreading, subsidence, or liquefaction to a reasonable level. With the implementation of mitigation measure GEO-2, the proposed project would result in a ***less than significant*** impact from these issues.

MITIGATION MEASURES

Mitigation Measure GEO-2: *Conduct site-specific geotechnical investigations for liquefaction, slope stability, lateral spreading, settlement, and subsidence. Implementing agencies will ensure that site-specific geotechnical investigations are conducted before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify and characterize areas that may be susceptible to these geological conditions. These site-specific investigations may range from limited screening investigations to identify obvious hazards, to very detailed subsurface investigations. The findings of these site-specific investigations will serve as the basis for the final design of the proposed projects and ensure that appropriate geotechnical methods are used to avoid or minimize the potential for damage to project-related facilities.*

Response d) Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and other structures unless special engineering design is incorporated into the project plans.

Soils with moderate to high shrink-swell potential (i.e. potentially expansive soils) occur throughout the County. In Placer County, expansive soils are limited to low-lying areas, which are concentrated in western Placer County, from the City of Rocklin to the county line. Transportation improvements proposed under the 2050 RTP could be in portions of the County where expansive soils and sediments are present. Many of the projects proposed in the 2050 RTP would occur within existing

transportation corridors where expansive soils have already been removed or treated. New transportation facilities, however, could encounter expansive soils. If located at or near the finished grade of the proposed improvements, expansive soils could cause substantial damage to improperly designed and constructed project facilities and result in injury to people using these facilities.

Each improvement project would be required to have a specific geotechnical study prepared and incorporated into the improvement design. The geotechnical study would identify the specific soil conditions that may contribute to soil expansion. Based on specific findings at each locality, the geotechnical engineer will recommend detailed engineering measures that are necessary to reduce the risks associated with soil expansion. Implementation of project specific geotechnical engineering measures would reduce the risks from soil expansion to a reasonable level. With the implementation of the mitigation measure GEO-3, the proposed project would result in a ***less than significant*** impact from expansive soils.

MITIGATION MEASURES

Mitigation Measure GEO-3: *Conduct site-specific geotechnical investigations for expansive soils and implement appropriate, proven geotechnical methods. Implementing agencies will conduct site-specific geotechnical investigations before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify areas with expansive soils. The findings of these site-specific investigations would serve as the basis for the final design of the proposed projects and ensure that appropriate, proven geotechnical methods are used to avoid or minimize the potential for expansive soils and sediments to damage project-related structures. The exact methods that would be used to address potential expansive soil issues may include the selective placement of expansive fill materials; the use of imported, non-expansive fill materials; or other methods of ground improvement.*

HAZARDS AND HAZARDOUS MATERIALS

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Response d) Any construction activities on, through, or adjacent to contaminated sites could lead to a disturbance and release of hazardous materials. The regulatory agencies, including federal, state, and local agencies, have identified sites that are or were contaminated at some point. Additionally, these agencies continue to pursue investigating properties that could potentially be contaminated and all information is maintained in a database system. Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project would conduct appropriate project-level environmental review and will be responsible for consideration of

mitigation measures for significant effects on the environment. Implementation of mitigation measure HAZ-1 would ensure that this potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure HAZ-1: *Prior to approval of individual RTP improvement projects, the implementing agency should perform a Phase 1 Environmental Site Assessment that includes a review of all known databases for contaminated sites. If it is determined that a project is located on or near a contaminated site a Phase II Environmental Site Assessment should be performed to sample the soils/groundwater and further investigate the extent of the contamination. Based on the results of the Phase II Environmental Site Assessment, the implementing agency should devise a remediation plan or avoid disturbance of contaminated areas, in compliance with appropriate regulatory agency requirements. All work should be conducted under a work plan approved by the regulatory oversight agency and should be conducted by a registered environmental assessor (pursuant to 22 CCR 69200).*

HYDROLOGY AND WATER QUALITY

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

- **a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**
- **c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
  - **i. Result in substantial erosion or siltation on- or off-site;**
  - **ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
  - **iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
  - **iv. Impede or redirect flood flows?**
- **d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**
- **e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

Response a), e)

Construction-Related Water Quality Impacts: Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

As required by the Clean Water Act, each specific improvement project will require an approved Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices for grading, and preservation of topsoil. A SWPPP is not required if the project will disturb less than one acre. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction.

The implementing agency will submit the SWPPP with a Notice of Intent to the Regional Water Quality Control Board (RWQCB) to obtain a General Permit. The RWQCB is an agency responsible for reviewing the SWPPP with the Notice of Intent, prior to issuance of a General Permit for the discharge of storm water during construction activities. The RWQCB accepts General Permit applications (with the SWPPP and Notice of Intent) after specific projects have been approved by the lead agency. The lead agency for each specific project that is larger than one acre is required to obtain a General Permit for discharge of storm water during construction activities prior to commencing construction (per the Clean Water Act).

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each RTP project would include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The Regional Water Quality Control Board will require a project specific SWPPP to be prepared for each transportation improvement that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. The implementing agency will be required to coordinate the improvements with the Central Valley Flood Project Board, Placer County, and other applicable agencies, and obtain the necessary permits. The implementing agency will also be required to develop projects consistent with all relevant water control plans and groundwater management plans. Implementation of mitigation measures HYDRO-1, HYDRO-2, and HYDRO-3 would ensure that the RTP would have a ***less than significant*** impact from these issues.

Mitigation Measures

Mitigation Measure HYDRO-1: *Comply with NPDES General Construction Permit requirements. To reduce or eliminate construction-related water quality effects, the implementing agency will ensure that transportation improvement projects comply with the requirements of the NPDES General Construction Permit. Project implementation agencies are required to obtain coverage under the General Construction Permit before the onset of any construction activities, where the disturbed area is 1 acre or greater in size.*

A SWPPP will be developed by a qualified engineer or erosion control specialist in accordance with the NPDES General Construction Permit requirements. The SWPPP will be implemented prior to the issuance of any grading permit before construction. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.

Compliance and coverage under the NPDES General Construction Permit will require controls of pollutant discharges that utilize BMPs and technology to reduce erosion and sediments to meet water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the construction site. Measures may include, temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas.

Final selection of BMPs will be subject to approval by the implementing agency. The implementing agency will verify that an NOI has been filed with the SWRCB, and a SWPPP has been developed before allowing construction to begin.

Mitigation Measure HYDRO-2: *Implement a Spill Prevention and Control Program. As part of requiring compliance with the NPDES General Construction Permit, the implementing agency and its agents will develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during all construction activities. The program will be completed before any construction activities begin.*

Mitigation Measure HYDRO-3: *Implement measures to maintain water quality after construction. The project implementing agencies will implement source and treatment control measures according to the Placer County Stormwater Quality Program. General site design control measures are required to minimize the volume and rate of stormwater runoff discharge from the project site. General site design control measures incorporated into the project design can include:*

- *conserving natural areas;*
- *protecting slopes and channels;*
- *minimizing impervious areas;*
- *storm drain identification, and appropriate messaging and signing; and*
- *minimizing effective imperviousness using turf buffers and/or grass-lined channels, if feasible.*

In addition, projects must include treatment control measures, if possible and when feasible, to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving water. Treatment control measures may include, but not be limited to, the following:

- *Vegetated buffer strip*
- *Vegetated swale*
- *Extended detention basin*
- *Wet pond*
- *Constructed wetland*
- *Detention basin/sand filter*
- *Porous pavement detention*
- *Porous landscape detention*
- *Infiltration basin*
- *Infiltration trench*
- *Media filter*
- *Retention/irrigation*
- *Proprietary control device*

Selection and implementation of these measures would be based on a project-by-project basis depending on project size and stormwater treatment needs.

Dewatering Water Quality Impacts: Some RTP projects, such overpasses, underpasses, grade separations, highway interchanges, and other rail crossing structures could require excavation below the ground surface or support structures or foundations secured deep into the ground. Projects that excavate or secure foundations deep in the ground may encounter groundwater. Depending on the location, trenching and excavation associated with these projects may reach

depths that can expose the water table and create a direct path to the groundwater basin for contaminants to enter the groundwater system. Primary construction-related contaminants that could reach groundwater would include oil and grease, and construction-related hazardous materials and dewatering effluent.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each transportation RTP project will include detailed project specific geotechnical engineering that would identify the groundwater levels and the need for dewatering. If dewatering was deemed necessary after the appropriate engineering study, then the implementing agency would obtain a Dewatering Permit from the Regional Water Quality Control Board and comply with provisions for dewatering. The implementing agency would also need to obtain an NPDES permit and Waste Discharge Requirement before discharging any dewatered effluent to surface water. Implementation of mitigation measure HYDRO-4 would ensure that the RTP would have a ***less than significant*** impact from these issues.

Mitigation Measures

Mitigation Measure HYDRO-4: *Comply with provisions for dewatering. Before discharging any dewatered effluent to surface water, the project implementation agency will obtain an NPDES permit and Waste Discharge Requirement from the Central Valley RWQCB and/or the Lahontan RWQCB, as appropriate. Depending on the volume and characteristics of the discharge, coverage under the NPDES General Construction Permit may be permissible. If coverage under the General Construction Permit is not allowed, the project will conform to requirements of the General Dewatering Permit, issued by the RWQCB and/or other applicable agencies. The project implementation agencies will design and implement measures as necessary so that the discharge limits identified in the relevant permit are met.*

Response c.i-iv) Individual RTP projects would create new impervious surfaces. This would result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events. In addition, the increase in impervious surfaces, along with the increase in surface water runoff, could increase the non-point source discharge of pollutants. Anticipated runoff contaminants include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. Contributions of these contaminants to stormwater and non-stormwater runoff would degrade the quality of receiving waters. During the dry season, vehicles and other urban activities release contaminants onto the impervious surfaces, where they can accumulate until the first storm event. During this initial storm event, or first flush, the concentrated pollutants would be transported via runoff to stormwater drainage systems. Contaminated runoff waters could flow into the stormwater drainage systems that discharge into rivers, agricultural ditches, sloughs, and channels and ultimately could degrade the water quality of any of these water bodies.

Additionally, some of the RTP projects could potentially alter surface drainage patterns because of directly altering flow patterns, or placing structures in a floodway, all of which could yield increased amounts of stormwater runoff and/or redirect flood flows. The construction activities associated with RTP projects, such as road widening, interchange reconstruction, railway crossings, and other projects that convert permeable surfaces or install permanent structures would require stormwater

drainage management measures to avoid flooding impacts. The existing storm drainage network in Placer County may not have sufficient capacity to convey the additional runoff from the individual RTP projects. If the storm drainage network is not appropriately designed it could be overwhelmed during a large storm event and result in flooding.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. The implementing agency would also be required to obtain permits from the Army Corps of Engineers and the Department of Fish and Wildlife if any work is performed within a waterway. Each RTP project would also include detailed project specific floodplain and drainage studies that assess the drainage characteristics and flood risks so that an appropriate storm drainage plan can be prepared to control storm water runoff, both during and after construction. The drainage plan would ultimately include project specific best management measures that are designed to allow for natural recharge and infiltration of stormwater. Implementation of mitigation measures HYDRO-5, HYDRO-6, and HYDRO-7 would ensure that the RTP would have a ***less than significant*** impact from these issues.

MITIGATION MEASURES

Mitigation Measure HYDRO-5: *Conduct project-level drainage studies. As part of the infrastructure plan, the project implementation agencies and/or their contractors will conduct a drainage study. This study will address the following topics:*

- *A calculation of pre-development runoff conditions and post-development runoff scenarios using appropriate engineering methods. This analysis will evaluate potential changes to runoff through specific design criteria, and account for increased surface runoff.*
- *An assessment of existing drainage facilities within the project area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation, including the sizing of on-site stormwater detention features and pump stations.*
- *A description of the proposed maintenance program for the onsite drainage system.*
- *Standards for drainage systems to be installed on a project/parcel-specific basis.*
- *Proposed design measures to ensure structures are not located within 100-year floodplain areas.*

Drainage systems will be designed in accordance with the County's, Flood Control Agency's, and other applicable flood control design criteria. As a performance standard, measures to be implemented from those studies will provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and that people and structures are not exposed to additional flood risk.

Mitigation Measure HYDRO-6: *Avoid restriction of flood flows. Proposed projects requiring federal approval or funding will comply with Executive Order 11988 for floodplain management. Projects will avoid incompatible floodplain development designs, they will restore and preserve the natural and beneficial floodplain values, and they will maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA where unavoidable construction would occur within 100-year*

floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood prone areas. Potential impacts due to flooding because of RTP projects are assumed to be alleviated through the FEMA LOMR approval process.

Mitigation Measure HYDRO-7: *Avoid project dewatering. Project designs that require continual de-watering activities for the life of the projects will be avoided if possible. Due to the potential for flooding and destabilizing conditions, project implementation agencies will choose project designs that do not require continual dewatering, if suitable project alternatives exist. Project alternatives may include construction of overpasses, as opposed to below-grade underpasses, which would avoid interception with groundwater.*

Response d) The proposed project is not located in a tsunami zone. However, the potential for flood hazards and seiches exist within the planning area. Flood hazards and seiches could generate a potential hazard when they cause a levee or dam to fail. While it would be difficult to determine when and where levees or dams may fail, inundation of buildings and structures and personal injury or death could result. The proposed projects may create structures or obstructions to flood flows from levee or dam failures. However, RTP projects constructed within areas subject to flooding due to dam failure, as mapped by the California and Placer County Offices of Emergency Services, would be built following standard building codes and federal, state, and local regulations; all of which would be adequate to protect against further personal injury or death. Proposed RTP projects may cause flood flows to expand to areas not previously mapped as an inundation area under levee or dam failure scenarios. This would result in a significant impact. Implementation of mitigation measure HYDRO-8 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure HYDRO-8: *Design projects to pass flows in the event of levee or dam failure. If the proposed project would have the potential to impede or redirect flows from a levee or dam failure, such that there would be less than a one percent chance that flooding would extend to areas not previously mapped as inundation areas, the project applicant will redesign the project, to the maximum extent practicable, such that the site would exhibit pre-project inundation conditions. This may be achieved through incorporation of culverts or bridges into the project design. The project applicant would consult with the California and Placer County Offices of Emergency Services to ensure that the flooding risks of pre-project conditions would not increase.*

NOISE

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
b) **Generation of excessive groundborne vibration or groundborne noise levels?**

Response a)

General Construction Activities: The proposed RTP does not directly cause a noise impact, although it could indirectly have noise impacts because of development and operation of subsequent RTP projects during both the short- and long-term. Most of the proposed improvements identified in the RTP, except for changes in transit operations, transportation demand management, and regional planning, would require some level of construction. Larger construction-related projects, such as interchange improvements, bridge improvements, and road realignment and widening projects, would be of particular concern given the noise and ground-borne vibration generation potential of these projects.

Noise levels typically associated with roadway construction equipment and distances to predicted noise contours are summarized in Table NOISE-1.

TABLE NOISE-1: CONSTRUCTION EQUIPMENT NOISE LEVELS

EQUIPMENT	*TYPICAL NOISE LEVEL (dBA) 50 FEET FROM SOURCE*		*DISTANCE TO NOISE CONTOURS (FEET, dBA L_{EQ})*		
	L_{MAX}	*L_{EQ}*	*70 dBA*	*65 dBA*	*60 dBA*
Air Compressor	80	76	105	187	334
Auger/Rock Drill	85	78	133	236	420
Backhoe/Front End Loader	80	76	105	187	334
Blasting	94	74	83	149	265
Boring Hydraulic Jack/Power Unit	80	77	118	210	374
Compactor (Ground)	80	73	74	133	236
Concrete Batch Plant	83	75	94	167	297
Concrete Mixer Truck	85	81	187	334	594
Concrete Mixer (Vibratory)	80	73	74	133	236
Concrete Pump Truck	82	75	94	167	297
Concrete Saw	90	83	236	420	748
Crane	85	77	118	210	374
Dozer/Grader/Excavator/Scraper	85	81	187	334	594
Drill Rig Truck	84	77	118	210	374
Generator	82	79	149	265	472
Gradall	85	81	187	334	594
Hydraulic Break Ram	90	80	167	297	529
Jack Hammer	85	78	133	236	420
Impact Hammer/Hoe Ram (Mounted)	90	83	236	420	748
Pavement Scarifier/Roller	85	78	133	236	420
Paver	85	82	210	374	667
Pile Driver (Impact/Vibratory)	95	88	420	748	1,330
Pneumatic Tools	85	82	210	374	667
Pumps	77	74	83	149	265
Truck (Dump/Flat Bed)	84	80	167	297	529

SOURCES: FHWA 2006

As indicated, maximum intermittent noise levels associated with construction equipment typically range from approximately 77 to 95 dBA L_{max} at 50 feet. Pile driving and demolition activities involving the use of pavement breakers and jackhammers, and are among the noisiest of activities associated with transportation improvement and construction projects. Depending on equipment usage and duration, average-hourly noise levels at this same distance typically range from approximately 73 to 88 dBA L_{eq}. Distances to predicted noise contours would, likewise, vary

depending on the specific activities conducted and equipment usage. Delivery vehicles, construction employee vehicle trips, and haul truck trips may also contribute to overall construction noise levels.

Increases in ambient noise levels associated with construction projects located near sensitive land uses can result in increased levels of annoyance, as well as potential violation of local noise standards. Construction activities occurring during the more noise-sensitive nighttime hours would be of particular concern, given the potential for increased sleep disruption. Impacts to sensitive receptors resulting from proposed transportation improvement and construction projects would depend on several factors, such as the equipment used, surrounding land uses, shielding provided by intervening structures and terrain, and duration of construction activities.

Mitigation measure NOISE-1 would limit construction to the daytime hours, to the extent feasible, and would require equipment to be properly maintained and muffled. Furthermore, this mitigation measure provides resident notification requirements, and measures to resolve noise complaints. Implementation of mitigation measure NOISE-1 would reduce this impact to a ***less than significant*** level.

Rail: Placer County contains a major railroad, the Amtrak/Union Pacific Railroad. As a result, train noise from freight cars, crossings, and whistles generate noise throughout the County.

The potential for more trips on the existing rail lines is not anticipated to result in substantial and permanent noise increases at sensitive receptors since the noise from additional trains would be sporadic events; the rail lines predate most of the existing development, and the County and the cities/town have accounted for the existence of these tracks in their land use planning, including planning for development with uses that are not noise-sensitive at these locations. Nonetheless, the anticipated rapid population increase in Placer County may result in a greater number of sensitive receptors located in some areas near existing rail lines.

Mitigation measure NOISE-1 would require a project-level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels because of the project and require measures to attenuate the noise to an acceptable level. Such measures could include constructing earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units. Implementation of Mitigation measure NOISE-1 would reduce this impact to a ***less than significant*** level.

Operational Traffic: The 2050 RTP does not directly cause a noise impact, although it could indirectly have noise impacts because of development and operation of subsequent RTP projects during both the short- and long-term. While many of these projects will likely have no effect on the operational noise generation of the facility, some improvement projects, which involve new facilities or capacity enhancements for existing facilities, could affect noise-sensitive land uses. Noise-sensitive land uses could be exposed to noise more than normally acceptable noise levels or increases in noise because of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from roadway capacity improvements, new transit facilities, etc.).

Placer County and incorporated communities have adopted Noise Elements of their General Plans that establish noise-related policies that, when implemented, protect sensitive receptors from

significant noise. The policies that are laid out in the Noise Element(s) are consistent with federal and state regulations designed to protect noise sensitive receptors. During the design process, the implementing agency would be responsible for ensuring that the project is designed consistent with adopted policies and state and federal regulations. Although the policy and regulatory controls for noise-related impacts are in place in the planning area, subsequent improvement projects would result in an increase in traffic noise levels. For most projects, consistency with the adopted policies and established regulations would help to reduce exposure of sensitive receptors to transportation noise levels. In addition, mitigation measure NOISE-1 would require a project-level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels because of the project and require measures to attenuate the noise to an acceptable level. Such measures could include constructing earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units. Implementation of mitigation measure NOISE-1 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURE

Mitigation Measures NOISE-1: *Prior to approval of RTP projects, the implementing agency shall perform a project-level noise evaluation. For projects adjacent to noise-sensitive uses, implementing agencies shall consider the following measures:*

- *Construct vegetative earth berms with mature trees and landscaping to attenuate roadway noise on adjacent residences or other sensitive use, and /or sound walls or other similar sound-attenuating buffers, as appropriate.*
- *Properly zone, buffer, and restrict development to ensure that future development is compatible with transportation facilities.*
- *Design projects to maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise generating facilities.*
- *Improve the acoustical insulation of residential units where setbacks and sound barriers do not sufficiently reduce noise.*
- *Establish speed limits and limits on hours of operation of rail and transit systems.*

Response b) Ground-borne vibration and noise levels associated with highway traffic is typically considered to pose no threat to buildings and potential annoyance to people would be minimal. Traffic vibration levels are typically highest associated with truck passbys. Automobile traffic normally generates vibration peaks of one-fifth to one-tenth that of trucks. Based on measurements conducted by Caltrans, even the highest truck generated vibrations, which were measured at approximately 16 feet from the centerline of the near travel-lane, were not found to exceed 0.08 in/sec. This level coincides with the maximum recommended "safe level" for ruins and historical structures.

Construction activities would, however, require the use of off-road equipment which could adversely affect nearby land uses. The highest ground-borne vibration levels would be generated using pile drivers and vibratory rollers. Ground-borne vibration levels associated with proposed

construction improvement projects could potentially exceed recommended criteria for structural damage and/or human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby existing land uses. As a result, exposure to construction-generated ground-borne vibration levels would be considered ***potentially significant***.

Mitigation measure NOISE-2 would limit construction to the daytime hours, to the extent feasible, and would require use of equipment with reduced equipment noise/vibration levels, to the extent practical. The level of mitigation would be project and site specific and would include measures normally required by Caltrans, as well as requirements under the General Plan Noise Elements and Noise Ordinances of the applicable jurisdictions. Implementation of mitigation measure NOISE-2 would reduce this impact to a ***less than significant*** level.

Mitigation Measure

Mitigation Measure NOISE-2: *Subsequent projects under the RTP shall be designed and implemented to reduce adverse construction noise and vibration impacts to sensitive receptors, as feasible. Measures to reduce noise and vibration effects may include, but are not limited to:*

- *Limit noise-generating construction activities, excluding those that would result in a safety concern to workers or the public, to the least noise-sensitive daytime hours, which is generally 6am to 9pm.*
- *Construction of temporary sound barriers to shield noise-sensitive land uses.*
- *Location of noise-generating stationary equipment (e.g., power generators, compressors, etc.) at the furthest practical distance from nearby noise-sensitive land uses.*
- *Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same period.*
- *Use of equipment noise-reduction devices (e.g., mufflers, intake silencers, and engine shrouds) in accordance with manufacturers' recommendations.*
- *Substituting noise/vibration-generating equipment with equipment or procedures that would generate lower levels of noise/vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.*
- *Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding noise.*
- *Comply with all local noise control and noise rules, regulations, and ordinances.*

UTILITIES AND SERVICE SYSTEMS

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

a) **Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**
b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**
c) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?**
d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**
e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Response a) The provision of public services and the construction of onsite and offsite infrastructure improvements may be required to accommodate the development of the proposed RTP. Landscaping that is installed along roadways may require regular application of potable or reclaimed water. Some transit-related projects would involve the construction of transit stations. These transit stations would require small amounts of potable water for restrooms, public drinking water, and landscaping. Additionally, the increased use of transit methods of transportation, such as buses and trains, would involve a minimal increase in the demand for potable water.

Project site specific design is not currently available for RTP improvement projects. Therefore, the location of collection and conveyance infrastructure is yet to be determined. Therefore, the increased demand for water would be evaluated on a project-by-project basis as part of the CEQA process prior to project approval.

The proposed RTP is not anticipated to require the construction of new water treatment facilities or expansion of existing water treatment facilities for water service. However, because site specific design details are not currently available, Mitigation measure UTILITIES-1 requires project specific review by the implementing agency prior to project approval. Implementation of Mitigation Measure UTILITIES-1 would reduce this potentially significant impact to a ***less than significant*** level.

Separately, transportation projects included in the 2050 RTP are not anticipated to require significant additional wastewater service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of wastewater service. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of wastewater services (for toilets, water fountains, and faucets).

The total projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project-by-project level. Some RTP projects may require new wastewater collection and conveyance infrastructure needed for the proposed project that will require trenching/excavation of earth, and placement of pipe within the trenches at specific locations, elevations, and gradients. Project site specific design is not currently available for future RTP improvement projects; therefore, the location of collection and conveyance infrastructure is yet to be determined. Therefore, this is considered a ***potentially significant impact***.

Mitigation measure UTILITIES-2 requires project level review for transportation projects that require additional wastewater infrastructure upgrades by the implementing agency, which includes the development of applicable mitigation measure that are project specific. Implementation of Mitigation measure UTILITIES-2 would reduce this potentially significant impact relating to the installation of the wastewater collection and conveyance system infrastructure to a ***less than significant level***.

On-site storm drainage would be installed to serve individual RTP improvements throughout the plan area. Most transportation improvements will be on or adjacent to existing transportation facilities. The addition of new impervious surfaces may require additional on-site project drainage and result in additional stormwater flow volumes. Drainage systems are designed on a site-specific basis and project level design criteria are not known currently.

Since the project site could increase runoff; project impacts to stormwater are considered ***potentially significant***. Implementation of mitigation measure UTILITIES-3 requires the implementing agency to design and install a drainage system that meets the performance standards and requirements of the respective municipality, as appropriate. With the implementation of mitigation measure UTILITIES-3, drainage impacts would be reduced to a ***less than significant*** level.

Lastly, transportation projects included in the 2050 RTP may include new electric power, natural gas, or telecommunications facilities infrastructure. Implementation of mitigation measure UTILITIES-4 would reduce this potentially significant impact relating to the installation of the electric power, natural gas, and/or telecommunications infrastructure to a ***less than significant*** level.

MITIGATION MEASURE

Mitigation Measure UTILITIES-1: *The implementing agencies shall be required to provide CEQA review for all projects that may require additional water treatment upgrades. Projects shall be analyzed on a case-by-case basis to determine if construction or expansion of water treatment facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects.*

Mitigation Measure UTILITIES-2: *The implementing agencies shall be required to provide CEQA review for all projects that require additional wastewater infrastructure upgrades. Projects shall be analyzed on a case-by-case basis to determine if construction or expansion of wastewater treatment and collection facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects. Implementing agencies shall determine appropriate mitigation measures that are project specific.*

Mitigation Measure UTILITIES-3: *The implementing agency shall require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans and include a project-specific drainage analysis satisfactory to the jurisdiction's engineer.*

Mitigation Measure UTILITIES-4: *The implementing agency shall be required to provide CEQA review for all projects that require electric power, natural gas, and/or telecommunications infrastructure upgrades. Projects shall be analyzed on a case-by-case basis to determine if construction or expansion of electric power, natural gas, and/or telecommunications infrastructure facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects. Implementing agencies shall determine appropriate mitigation measures that are project specific.*

Response b) Transportation projects included in the 2050 RTP are not anticipated to require significant additional potable water service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of potable water service, other than drinking fountains. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of potable water (for faucets, drinking fountains, and landscaping) services.

Landscaping that is installed along roadways may require regular application of potable or reclaimed water. Some transit-related projects would involve the construction of transit stations. These transit stations would require small amounts of potable water for restrooms, public drinking water, and landscaping. Additionally, the increased use of transit methods of transportation, such as buses and trains, would involve a minimal increase in the demand for potable water.

Project site specific design is not currently available for RTP improvement projects, therefore, the amount of potable water required to serve individual projects is not determined. Therefore, the increased demand for water would need to be evaluated on a project-by-project basis as part of the CEQA process prior to project approval.

Mitigation measure UTILITIES-5 requires project specific review by the implementing agency prior to project approval to ensure adequate water supplies are available to serve the proposed project and existing commitments. With implementation of the mitigation measure UTILITIES-5, any potentially significant impacts related to water supply and availability would be reduced to a ***less than significant*** level.

MITIGATION MEASURE

Mitigation Measure UTILITIES-5: *Prior to construction of facilities that would require water service for potable consumption and landscaping purposes; the implementing agency shall secure adequate water supplies to serve the proposed project and undertake project-level review as necessary to provide CEQA compliance. Wherever feasible, facilities should implement water conservation practices including but not limited to: the use of reclaimed water instead of potable water for landscaping purposes, low flow fixtures, and water efficient landscape design.*

Response c) Transportation projects included in the 2050 RTP are not anticipated to require significant additional wastewater service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of wastewater service. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of wastewater services (for toilets, water fountains, and faucets).

The total projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project-by-project level. With incorporation of mitigation measure UTILITIES-6, implementing agencies would be required to be analyzed on a case-by-case basis to determine if additional project demand would impact wastewater treatment and collection capacity. Implementation of mitigation measure UTILITIES-6 would ensure that the wastewater treatment and/or collection provider does not determine there is inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. Implementation of mitigation measure UTILITIES-6 would reduce this potential impact to a ***less than significant level***.

MITIGATION MEASURE

Mitigation Measure UTILITIES-6: *Prior to construction of facilities that would require wastewater treatment services; the implementing agency shall secure adequate wastewater treatment capacity and undertake project-level review as necessary to provide CEQA compliance.*

Response d), e) Individual RTP projects have the potential to generate a significant quantity of solid waste during construction through demolition, grading, and excavation activities. The Placer County General Plan, as well as most of the respective incorporated municipalities' general plans, contains policies to encourage the maximum use of solid waste reduction and recycling, which would include the reuse of asphalt, concrete, aggregate and other road construction materials demolished as a part of a road improvement project. Materials that are not reused would be transported to the nearest landfill and disposed of appropriately.

During operation individual RTP projects are not anticipated to generate significant volumes of solid waste. Several transportation enhancement projects including alternative transit improvements would generate minimal amounts of solid waste including improvements that require restrooms and other areas that would incorporate trash receptacles.

As discussed previously, individual project level design is not known at this time, and individual RTP projects solid waste generation in unknown. Roadway and other transportation improvement projects have the potential to generate significant volumes of solid waste during construction activities. Therefore, this is considered a ***potentially significant*** impact.

Mitigation measure UTILITIES-7 requires project specific review by the implementing agency prior to project approval to ensure receiving landfills have adequate solid waste capacity to serve individual improvement projects. Additionally, this mitigation measure encourages the recycling and reuse of construction materials to reduce solid waste generated by construction and operational

activities. With implementation of mitigation measure UTILITIES-7, potentially significant impacts related to solid waste would be reduced to a ***less than significant*** level.

MITIGATION MEASURE

Mitigation Measure UTILITIES-7: *Prior to construction of transportation improvements and facilities that generate solid waste or require solid waste services; the implementing agency shall ensure receiving landfills have adequate solid waste capacity to serve additional project waste volumes. Additionally, the implementing agency shall:*

- *Require the construction contractor to work with the County Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.*
- *Require the amount of solid waste generated during construction to be estimated prior to construction, and appropriate disposal sites will be identified and utilized.*

For individual projects that include facilities that produce ongoing waste streams (including trash receptacles) the implementing agency shall where feasible:

- *Require waste reduction strategies including but not limited to: convenient recycling stations (onsite recycling receptacles) at all solid waste collection (trash receptacle) locations. Waste reduction strategies shall be coordinated with the County Recycling Coordinator.*

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Cory Peterson .....Senior Transportation Planner

Mike Costa. .....Principal Transportation Planner

DE NOVO PLANNING GROUP

Steve McMurtry ..... Principal Planner/Project Manager

Christine Abraham .....Principal Planner

Josh Smith ..... Senior Planner/AQ Analyst

Tin Cheung ..... Principal Planner/Noise Analyst

Erik Anderson, AICP .....Associate Planner

FEHR AND PEERS

David Robinson ..... Principal

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

Kyle Shipley ..... Transportation Modeling and Analysis Group Manager

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NOTICE OF PREPARATION

NOTICE OF PREPARATION

TO:	FROM:	EIR Consultant:
State Clearinghouse	Placer County Trans. Planning Agency	Steve McMurtry, Principal Planner
State Responsible Agencies	Cory Peterson, Sen. Transportation Planner	De Novo Planning Group
State Trustee Agencies	2260 Douglas Blvd, Suite 130.	1020 Suncast Lane, Suite 106
Other Public Agencies	Roseville, California 95661	El Dorado Hills, CA 95762
Interested Organizations	530-823-4032	

SUBJECT: Notice of Preparation – 2050 Placer County Regional Transportation Plan

Placer County Transportation Planning Agency (PCTPA) is in the process of updating the Placer County Regional Transportation Plan (RTP), known as the 2050 RTP, and has determined that the update is subject to the California Environmental Quality Act (CEQA). CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project that may have a significant impact on the environment. PCTPA has a certified program-level EIR that was prepared for their existing RTP. They intend to prepare a supplemental EIR to evaluate new information and changes that have occurred since certification of the program-level EIR. It is noted that not all aspects of the future improvement projects are known at this stage in the planning process to enable detailed site specific analysis. Individual improvement projects that require further discretionary approvals when their project details become available will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

The Notice of Preparation and details about the 2050 Placer County Regional Transportation Plan can be found at http://www.pctpa.net/rtp2050. They are also publicly available at the following public libraries: Auburn Library, Colfax Branch Library, Granite Bay Branch Library, Lincoln Public Library, Loomis Library & Community Learning Center, Martha Riley Branch Library (Roseville), Rocklin Branch Library.

We need to know the views of your agency or organization as to the scope and content of the environmental information relevant to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state if your agency will be a responsible or trustee agency for the project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;

3. Describe special studies and other information that you believe are necessary for PCTPA to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, email, and telephone number of the contact person from your agency or organization that we can contact regarding your comments;

The NOP will be available for review from February 12, 2025, through March 14, 2025. A hybrid in-person/virtual public scoping meeting will be held during the public review period on March 4, 2025, from 5:00pm-6:00pm. Interested parties may attend in person at PCTPA's offices at 2260 Douglas Blvd, Suite 130, Roseville, CA 95661 or virtually through this Microsoft Teams link. The meeting ID is: 299 920 357 690; Passcode: 7Wg3nz74. Due to the time limits mandated by State law, your response must be sent and received by PCTPA by March 14, 2025, at 5:00 pm.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make. A responsible agency, trustee agency, or other public agency may request a meeting with PCTPA or its representatives in accordance with Section 15082(c) of the CEQA Guidelines.

Please send your response to Placer County Transportation Planning Agency, 2260 Douglas Blvd, Suite 130, Roseville, California 95661. If you have any questions, please contact Cory Peterson, Senior Transportation Planner at 530-823-4032 or cpeterson@pctpa.net.



2/12/25

Cory Peterson, PTP
Senior Transportation Planner

Date

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: 2050 Placer County Regional Transportation Plan (RTP)

Lead Agency: Placer County Trans. Planning Agency — Contact Person: Cory Peterson, Senior Transportation Planner

Mailing Address: 22260 Douglas Blvd, Suite 130 — Phone: 530-823-4032

City: Roseville — Zip: 95661 — County: Placer

Project Location: County: Placer County — City/Nearest Community: Various

Cross Streets: Countywide — Zip Code: --

Longitude/Latitude (degrees, minutes and seconds): -- ° -- ′ -- ″ N / -- ° -- ′ -- ″ W Total Acres: --

Assessor's Parcel No.: Various — Section: -- Twp.: -- Range: -- Base: --

Within 2 Miles: State Hwy #: Various — Waterways: Various

Airports: Various — Railways: Various — Schools: Various

Document Type:

CEQA: ■ NOP ☐ Draft EIR — NEPA: ☐ NOI — Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ■ Other: Regional Transportation Plan
☐ Mit Neg Dec Other: ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ■ Other: Regional Transportation Plan

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational: _____
☐ Recreational: _____
☐ Water Facilities: Type _____ MGD _____

☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ MW _____
☐ Waste Treatment: Type _____ MGD _____
☐ Hazardous Waste: Type _____
■ Other: Regional Transportation Plan

Project Issues Discussed in Document:

■ Aesthetic/Visual ■ Fiscal ☐ Recreation/Parks ■ Vegetation
■ Agricultural Land ■ Flood Plain/Flooding ☐ Schools/Universities ■ Water Quality
■ Air Quality ■ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
■ Archeological/Historical ■ Geologic/Seismic ☐ Sewer Capacity ■ Wetland/Riparian
■ Biological Resources ■ Minerals ■ Soil Erosion/Compaction/Grading ■ Growth Inducement
☐ Coastal Zone ■ Noise ☐ Solid Waste ■ Land Use
■ Drainage/Absorption ■ Population/Housing Balance ■ Toxic/Hazardous ■ Cumulative Effects
■ Economic/Jobs ■ Public Services/Facilities ■ Traffic/Circulation ☐ Other: _____

Present Land Use/Zoning/General Plan Designation:

All land use and zoning designations established in Placer County and incorporated City General Plans and Zoning Ordinances.

Project Description: *(please use a separate page if necessary)*

Placer County Transportation Planning Agency (PCTPA) is in the process of updating the Placer County Regional Transportation Plan (RTP), known as the 2050 RTP, and has determined that the update is subject to the California Environmental Quality Act (CEQA). PCTPA has a certified program-level EIR that was prepared for their existing RTP. They intend to prepare a supplemental EIR to evaluate new information and changes that have occurred since certification of the program-level EIR.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

x	Air Resources Board	x	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
x	California Emergency Management Agency	x	Parks & Recreation, Department of
x	California Highway Patrol		Pesticide Regulation, Department of
x	Caltrans District # 3	x	Public Utilities Commission
	Caltrans Division of Aeronautics	x	Regional WQCB # 5
x	Caltrans Planning	x	Resources Agency
x	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
x	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of	x	State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	x	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
x	Fish & Game Region # 2	x	Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
x	Forestry and Fire Protection, Department of	x	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date 2/12/25 Ending Date 3/14/25

Lead Agency (Complete if applicable):

Consulting Firm: De Novo Planning Group
Address: 1020 Suncast Lane, Suite 106
City/State/Zip: El Dorado Hills, Ca 95762
Contact: Steve McMurtry, Principal Planner
Phone: 916.580.9818

Applicant:
Address:
City/State/Zip:
Phone:

Signature of Lead Agency Representative: Steve McMurtry Digitally signed by Steve McMurtry Date: 2025.01.28 15:37:09 -08'00' **Date:** 2/12/25

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

RECIPIENT1	RECIPIENT2	ADR1	ADR2	CITY	STATE
United Auburn Indian Community of the Auburn Rancheria	TRIBAL OFFICE	10720 INDIAN HILL RD	AUBURN CA 95603	AUBURN	CA
Auburn Library		350 NEVADA STREET	AUBURN CA 95603-3789	AUBURN	CA
Caltrans District 3, Division of Planning & Local Assistance	Kevin Yount	703 B Street	Marysville, CA 95901	Marysville	CA
City of Auburn	Bernie Schroeder	1225 LINCOLN WAY	AUBURN CA 95603	AUBURN	CA
City of Colfax	Mark Miller	PO BOX 702	COLFAX CA 95713	COLFAX	CA
City of Lincoln	Bruce Burnworth	600 SIXTH STREET	LINCOLN CA 95648	LINCOLN	CA
City of Rocklin	Dave Palmer	3970 ROCKLIN RD	ROCKLIN CA 95677	ROCKLIN	CA
City of Roseville	Rhon Herndon	311 VERNON STREET	ROSEVILLE CA 95678	ROSEVILLE	CA
County of Placer	Richard Moorehead	3091 County Center Drive #220	Auburn, CA 95603	AUBURN	CA
Downtown Roseville Library		225 TAYLOR STREET	ROSEVILLE CA 95678	ROSEVILLE	CA
Environmental Council of Sacramento		PO BOX 1526	SACRAMENTO CA 95812-1	SACRAMENTO	CA
Granite Bay Library		6475 DOUGLAS BOULEVARD	GRANITE BAY CA 95746-6	GRANITE BAY	CA
Lincoln Library		485 TWELVE BRIDGES DRIVE	LINCOLN CA 95648	LINCOLN	CA
Loomis Library		6050 LIBRARY DRIVE	LOOMIS CA 95650-0610	LOOMIS	CA
Maidu Roseville Library		1530 MAIDU DRIVE	ROSEVILLE CA 95661	ROSEVILLE	CA
Placer County Air Pollution Control District		110 MAPLE ST	AUBURN CA 95603	AUBURN	CA
Rocklin Library		4890 GRANITE DRIVE	ROCKLIN CA 95677	ROCKLIN	CA
Town of Loomis	Brian Fragiao	3665 TAYLOR ROAD	LOOMIS CA 95650	LOOMIS	CA
Union Pacific Railroad		1400 DOUGLAS ST	OMAHA NE 68179	OMAHA	NE
SACOG	Matt Carpenter	1415 L Street, Suite 300	Sacramento, CA 95814	SACRAMENTO	CA
Placer Group Sierra Club -- Mother Lode Chapter		909 12th Street, Suite 202	Sacramento, CA 95814	SACRAMENTO	CA

13 March 2025

Cory Peterson
Placer County Transportation Planning Agency
22260 Douglas Boulevard, Suite 130
Roseville, CA 95661
cpeterson@pctpa.net

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, 2050 PLACER COUNTY REGIONAL TRANSPORTATION PLAN (RTP), SCH#2025020411, PLACER COUNTY

Pursuant to the State Clearinghouse's 12 February 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the 2050 Placer County Regional Transportation Plan (RTP), located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the

State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage

under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

COUNTY OF Placer
COMMUNITY DEVELOPMENT RESOURCE AGENCY

March 10, 2025

Cory Peterson, PTP Senior Transportation Planner
Placer County Transportation Planning Agency
2260 Douglas Blvd., Suite 130
Roseville, CA 95661

Subject: Notice of Preparation – 2050 Placer County Regional Transportation Plan

Dear Mr. Peterson,

The Placer County Community Development Resource Agency (CDRA) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) for the Supplemental Environmental Impact Report (EIR) for the Placer County Transportation Planning Agency (PCTPA) 2050 Regional Transportation Plan (RTP). The County looks forward to continued collaboration with PCTPA to ensure that the RTP aligns with the County's land use planning and infrastructure needs while advancing sustainable and equitable transportation solutions.
We offer the following comments regarding the scope of the RTP 2050 Supplemental EIR:

1. Land Use and Population Growth Assumptions

- The County requests that the Supplemental EIR ensure alignment between the RTP's population and housing growth projections and the County's adopted and planned land use policies. The County is currently in the process of updating its General Plan and would appreciate PCTPA working with the County through this process to account for any changes in population projections. This includes:
- Consistency with the Placer County General Plan, Community Plans, and Specific Plans.
- Consideration of planned developments, rezoning, and housing allocations, particularly in unincorporated areas.
- Integration of transportation investments that support planned land use patterns and economic development strategies.

2. Transportation and Circulation

The County encourages a thorough analysis of transportation and circulation impacts, including:

- Alignment of RTP investments with the County's Capital Improvement Program (CIP) and planned roadway expansions.
- Consideration of traffic congestion management and roadway safety improvements.
- Evaluation of the RTP's impact on transit service expansion, particularly in areas experiencing significant population growth.

- Inclusion of emergency evacuation planning considerations, ensuring adequate roadway capacity and alternative evacuation routes in high-risk wildfire zones.

3. Environmental Considerations

The County requests that the Supplemental EIR address potential environmental impacts of proposed transportation investments, including:

- Air Quality and Greenhouse Gas Emissions: Analysis of the RTP's contributions to regional air quality and compliance with regional climate goals. Additionally, the County recommends consideration of the Mobility and Infrastructure Analysis Study (MIAS) completed in recent years, which analyzed traffic measures to reduce greenhouse gas emissions and should inform RTP strategies.
- Water Resources and Stormwater Management: Effects of transportation infrastructure expansion on watershed integrity and floodplain management.
- Wildfire Risk and Resilience: Consideration of transportation improvements that support wildfire preparedness and emergency response.

4. Infrastructure and Public Services

To support long-term development and transportation planning, the RTP should:

- Ensure that infrastructure improvements, including water, wastewater, and utility services, align with transportation investments.
- Identify opportunities for integrating resilience hubs and emergency resources within transportation planning, particularly in rural and underserved areas.

5. Equity and Sustainability

The County recommends an analysis of how RTP investments support equitable access to multimodal transportation options, including:

- Improved access to transit, bicycle, and pedestrian networks, particularly in disadvantaged communities.
- Sustainable transportation strategies that align with the Placer County Sustainability Plan.

6. Project Prioritization and Funding

The County requests that the Supplemental EIR:

- Clearly outline the prioritization process for transportation projects to ensure that unincorporated areas are adequately represented.
- Provide a comprehensive review of anticipated funding sources and fiscal constraints affecting the implementation of RTP projects.

7. Coordination with Other Plans

We request that the RTP and its Supplemental EIR ensure consistency with:

- SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).
- Placer County's Regional Housing Needs Allocation (RHNA).

- The Placer County Sustainability Plan, which includes a Greenhouse Gas Reduction Plan and Climate Adaptation Strategy.

The County appreciates PCTPA's efforts in developing the RTP 2050 and looks forward to continued collaboration throughout the planning process. Please do not hesitate to contact us should you require additional information or further discussion regarding our comments.

Please feel free to contact Angel Green at 530.745.3084 or agreen@placer.ca.gov if you have any questions or require additional information regarding these comments.



Environmental Impact Report Scoping Meeting

March 4, 2025

Placer County
Transportation
Planning Agency

Introduction

- **Purpose of Scoping Meeting**
  - To Inform Residents and Agencies about the RTP & EIR
  - Allows Opportunity for Input on the Type and Analysis
  - Provide Opportunities for Future Input

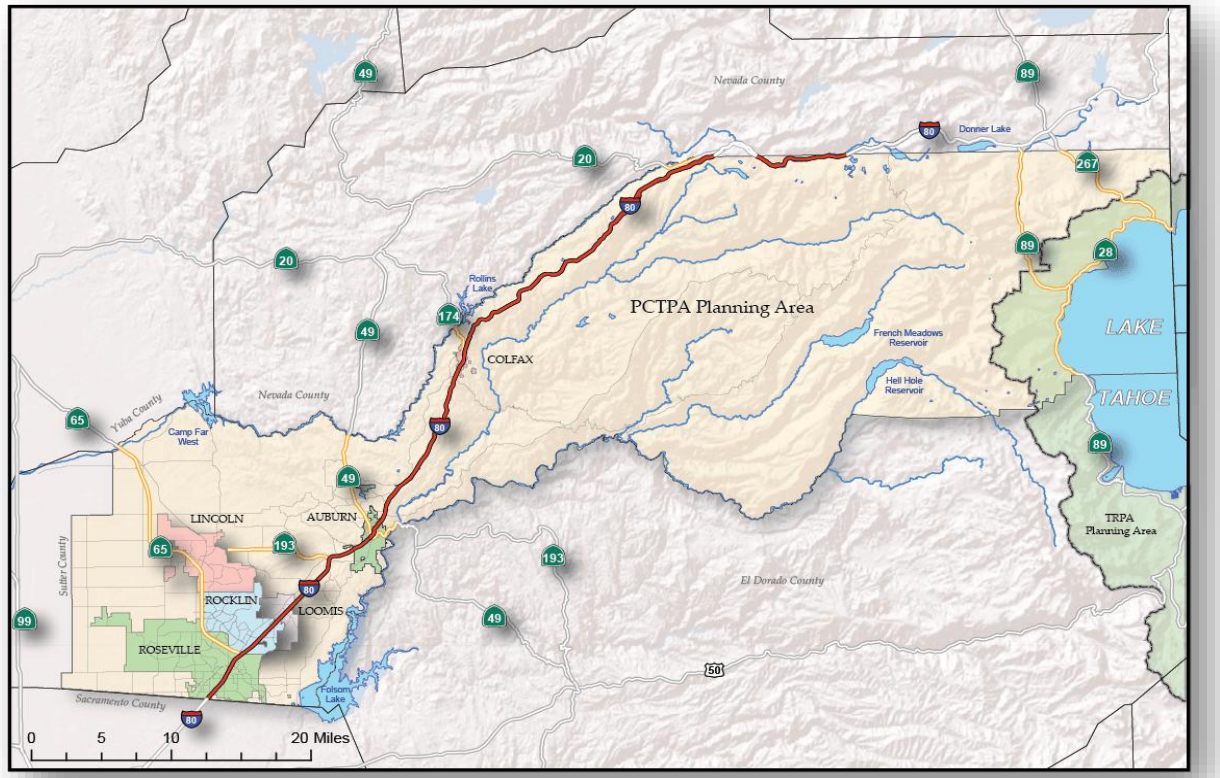
- **The Scoping Meeting is Not**
  - A Public Hearing
  - Discussion on Merits of Individual Projects
  - Determination of Approval for the RTP & EIR



What is PCTPA?

Regional Transportation Planning Agency for Placer County

- Created in State law as RTPA in **1975** for all of Placer County excluding Lake Tahoe Basin
- Responsible for preparing a Regional Transportation Plan and Regional Transportation Improvement Program
- Administers Transportation Development Act (TDA) funding for transit and other needs

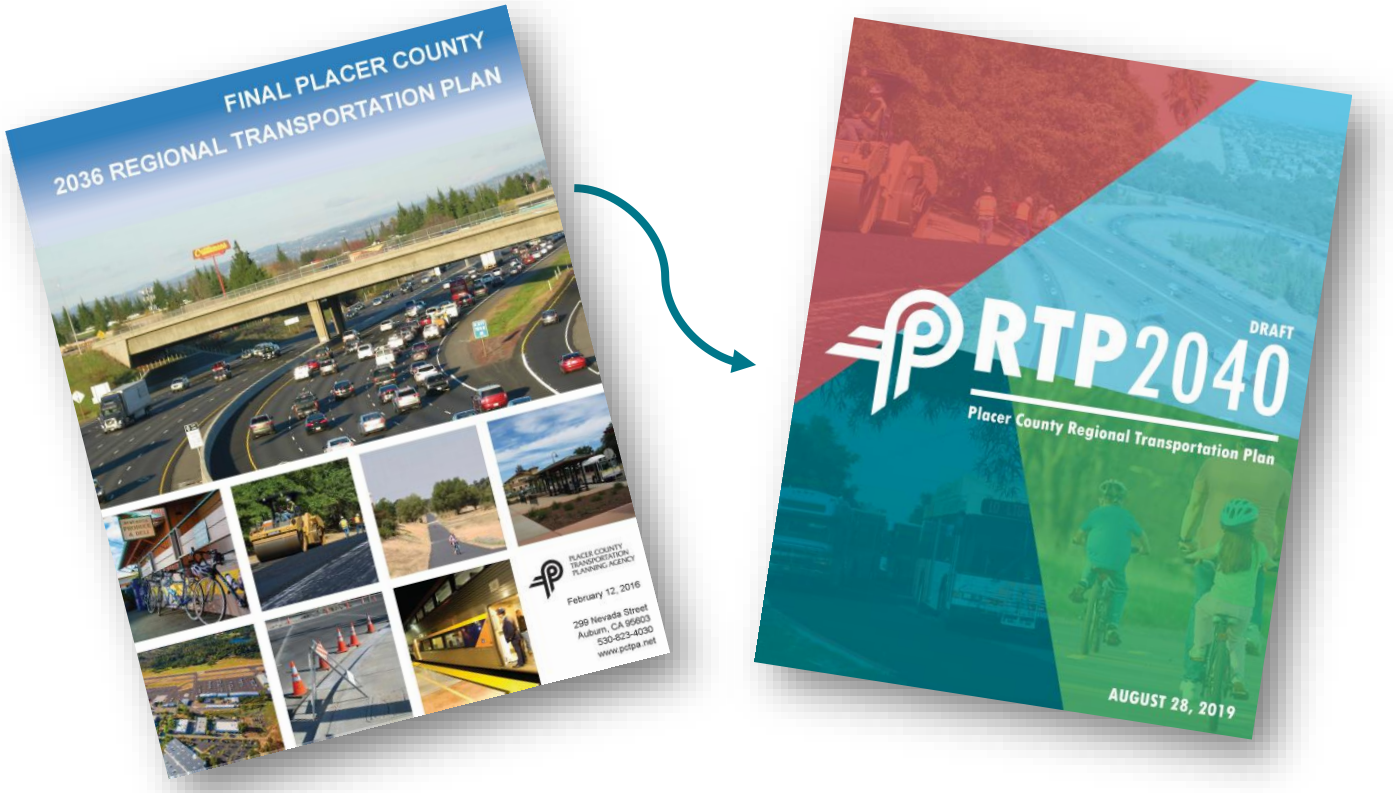


Plan, Fund, and help Deliver Mobility Solutions

Placer County Transportation Planning Agency

2050 REGIONAL TRANSPORTATION PLAN

What is the RTP?

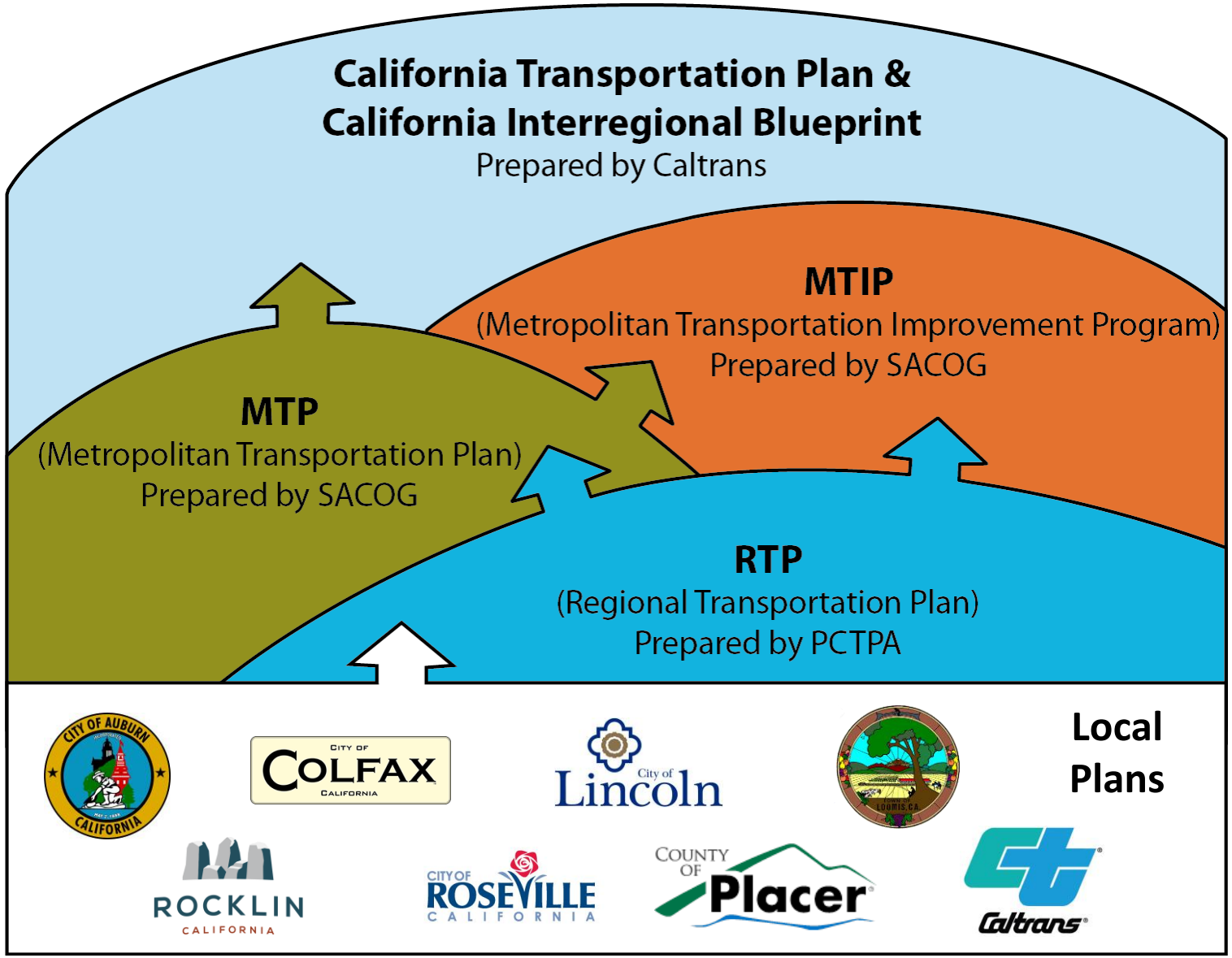


- 25- year long range plan
- Updated every 5 years
- Outlines goals, policies, objectives for funding and projects
- Sets vision for transportation in Placer County
- Coordinates with SACOG's Blueprint MTP/SCS
- Informed by public outreach and Board direction

Placer County Transportation Planning Agency

2050 REGIONAL TRANSPORTATION PLAN

The RTP Integrates Local & Regional Planning



The RTP will…

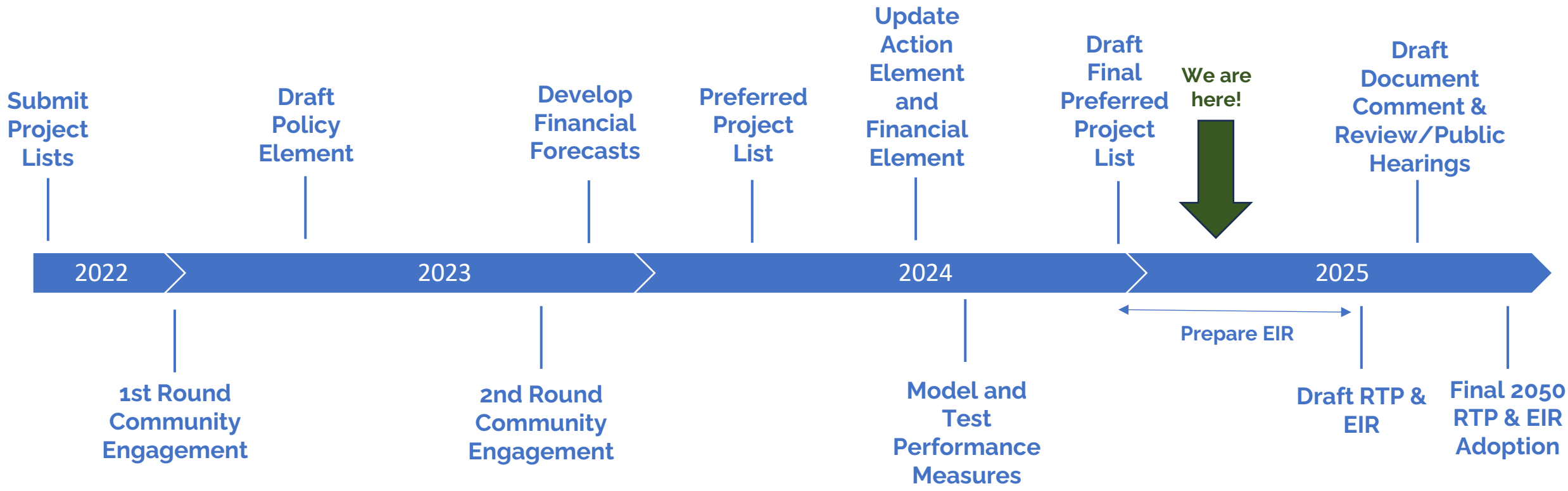
- **Develop a fiscally constrained list of transportation projects**
  - All modes considered: roads, bicycles, pedestrians, transit, airports, freight, etc.
  - Projects in the plan are eligible to receive funding from the federal or state government
  - Total project costs cannot exceed reasonably expected revenues

- **Set a list of goals and objectives to shape the future of transportation in Placer County**

- **Assess benefits from transportation improvements**



2050 RTP Schedule



*Subject to change based on coordination with SACOG

Placer County Transportation Planning Agency

2050 REGIONAL TRANSPORTATION PLAN

What is an Environmental Impact Report?

- **An Informational Document**
  - Satisfies the requirements of the California Environmental Quality Act (CEQA)
  - Informs Decision Makers, Public, and Agencies on Potential Environmental Impacts
  - Evaluates RTP Projects and Programs on a Regional Scale
  - Provides basis for future project level CEQA analysis or possibly National Environmental Policy Act (NEPA) compliance



Purpose of CEQA and EIR

- Disclose environmental effects
- Identify ways to avoid/reduce environmental impacts
- Consider feasible alternatives to proposed Actions
- Enhance public participation and interagency coordination



Issues Determined to be Potentially Significant

- Aesthetics/Visual Resources
- Agricultural and Forestry Resources
- Air Quality
- Cultural and Tribal Resources
- Energy
- Greenhouse Gas/Climate Change
- Land Use and Planning
- Population and Housing
- Transportation



Issues Determined to be Less than Significant

- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

Notice of Preparation

- Public Review Period **ends on March 14, 2025** (all comments must be received by the deadline)
- Comments can be submitted:



Today (Orally or in the Chat)

Use "Raise Hand" Feature, or type your comment in the meeting chat



Via Email

cpeterson@pctpa.net



Via US Mail

PCTPA
Attn: Cory Peterson
2260 Douglas Blvd, Suite 130
Roseville, CA 95661



Via Phone

(530) 823-4032

Placer County Transportation Planning Agency

2050 REGIONAL TRANSPORTATION PLAN

Next Steps

- Public Draft EIR (est. Summer 2025)
  - 45-day public review and comment period
- Final EIR (est. Fall 2025)
  - Written responses/changes to address comments
- Public Hearings – EIR Certification/Project Consideration
  - Estimated December 2025



Comments

- The NOP is available for review at PCTPA's office, and online at www.pctpa.net/rtp2050.
- Submit comments by March 14, 2025



Today (Orally or in the Chat)

Use "Raise Hand" Feature, or type your comment in the meeting chat



Via Email

cpeterson@pctpa.net



Via US Mail

PCTPA
Attn: Cory Peterson
2260 Douglas Blvd, Suite 130
Roseville, CA 95661



Via Phone

(530) 823-4032

Placer County Transportation Planning Agency

2050 REGIONAL TRANSPORTATION PLAN

Thank you for attending!

Cory Peterson, PTP
Senior Transportation Planner
(530) 823-4032
cpeterson@pctpa.net

Placer County Transportation Planning Agency

2050 REGIONAL TRANSPORTATION PLAN

Scoping Meeting Attendance

Full Name	User Action	Timestamp
Cory Peterson	Joined	3/4/25, 4:53:58 PM
Conference Room	Joined	3/4/25, 4:53:59 PM
Steve McMurtry	Joined	3/4/25, 4:54:32 PM
Steve McMurtry	Left	3/4/25, 5:00:46 PM
Steve McMurtry	Joined	3/4/25, 5:01:29 PM
Jim Haagen-Smit	Joined	3/4/25, 4:54:39 PM
Jim Haagen-Smit	Left	3/4/25, 5:20:50 PM
Kallan Ritzman (Unverified)	Joined	3/4/25, 5:00:54 PM
Kallan Ritzman (Unverified)	Left	3/4/25, 5:20:54 PM
Drisha Leggitt (Unverified)	Joined	3/4/25, 5:01:06 PM
Drisha Leggitt (Unverified)	Left	3/4/25, 5:18:46 PM
Lily Scurria	Joined	3/4/25, 5:01:10 PM
Lily Scurria	Left	3/4/25, 5:21:06 PM

SACOG DATA

Table 5.16 (2025 MTP/SCS)
Percent of Population Living within 500' of an Identified Toxic Air Containminant Roadway in 2020 and 2050

County	Within 500' Buffer - 2020 % of total population	Within 500' Buffer - 2050 % of total population
Placer	0.85%	1.09%
Region Total	1.86%	2.25%

Source: SACOG, 2025

Table 16.1

Roadway Route and Lane Mileage by Class Year 2019 and 2050 MTP/SCS

Roadway Class	2020	2022	2050 MTP/SCS	Change from 2020	% Change from 2020	Change from 2022	% Change from 2022
Route Miles							
General Purpose Freeway	76	76	76	-	-%	-	-%
HOV Lane 2	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Auxiliary Lanes/Ramps 2	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Expressways/Arterials	206	181	250	+44	+21%	+69	+38%
Collectors/Local Streets 3	2,273	2,244	2,775	+503	+22%	+531	+24%
All Roadway Classes	2,555	2,502	3,102	+547	+21%	+599	+24%
Arterial & Above	282	258	327	+44	+16%	+69	+27%
Lane Miles							
General Purpose Freeway	360	360	365	+5	2%	+5	+2%
HOV Lane 2	12	n/a 4	19	+7	59%	n/a	n/a
Auxiliary Lanes/Ramps 2	26	n/a 4	42	+16	63%	n/a	n/a
Arterials/Expressways	537	474	780	+243	45%	+306	+65%
Collectors/Local Streets 3	4,765	4,703	5,774	+1,009	21%	+1,071	+23%
All Roadway Classes	5,699	5,537	6,981	+1,281	22%	+1,444	+26%
Arterial & Above	935	834	1,206	+272	29%	+373	+45%
Population	391,779	395,928	509,191	+117,412	30%	+113,263	+29%
Lane Miles Per Thousand People	14.55	13.98	13.71	-0.84	-6%	-	-2%

Source: SACOG, Jan 2025.

1From "California Public Road Data Reports," and Highway Performance Monitoring Data provided by Caltrans. Data assembled by and modified SACOG to include HOV and auxiliary lane

2Since HOV lanes, auxiliary lanes and ramps are located within other freeway routes, they do no generate route mileage, only lane mileage.

3MTP/SCS quantity of local streets based on applying a per capita rate to population growth.

4 Data not available in "California Public Road Data Reports."

Table 16.4

Average Daily Vehicle Miles Traveled in Placer County and SACOG Region, 2019-2023

County	Daily VMT1 (thousands)		Changes
	2019	2023	'19 to '23
Placer VMT 1	9,986	9,048	-9.4%
Pop. (thousands)2	383	397	3.7%
VMT per Capita	26.1	22.8	-12.7%
Region VMT	62,162	53,351	-14.2%
Pop. (thousands)2	2,486	2,538	2.1%
VMT per Capita	25.0	21.0	-15.9%

Source: SACOG, April 2025. From "California Public Road Data Reports", assembled by SACOG 2025.

1Includes VMT from all sources (household-generated, commercial and external) on all roadways within the SACOG region. Estimates and forecasts from SACSIM regional travel demand model.

2Only the portions of Placer and El Dorado County outside the Tahoe Basin are reported. SACOG staff adjusted the full-county data reported in CPRD reports.

Table 16.5

Weekday Person Trips and Mode Shares in the Placer County, 2020 and 2050 1

Mode of Travel 2	2020	2050
Commuting Person Trips		
Total Trips	166,300	192,500
Drive-Alone Trips	110,100	129,700
Carpool Trips	45,500	50,100
Public Transit Trips	700	1,300
Bicycle Trips	1,700	2,000
Walk Trips	7,000	7,800
Drive-Alone Share	66.2%	67.4%
Carpool Share	27.4%	26.0%
Public Transit Share	0.4%	0.7%
Bicycle Share	1.0%	1.0%
Walk Share	4.2%	4.1%
All Travel		
Total Trips	516,200	661,900
Drive-Alone Trips	210,000	273,800
Carpool Trips	266,100	333,400
Public Transit Trips	2,400	6,100
Bicycle Trips	6,300	8,700
Walk Trips	26,800	34,500
Drive-Alone Share	40.7%	41.4%
Carpool Share	51.5%	50.4%
Public Transit Share	0.5%	0.9%
Bicycle Share	1.2%	1.3%
Walk Share	5.2%	5.2%

Source: SACOG, 2025

1 All estimates from SACSIM travel demand model.

2 4 SACSIM mode share calibrated from SACOG regional 2018 Household Travel Survey.

Table 16.xx

Weekday Mode Shares Trend in the SACOG Region, 2016-2022

Mode of Travel 2	2016	2019	2022
Commuter Travel 1			
Total Workers	1,023,200	1,115,700	1,176,300
Drive-Alone Commuters	782,100	858,200	827,900
Carpool Commuters	105,700	106,800	104,500
Public Transit Commuters	26,000	24,900	17,600
Bicycle Commuters	17,400	15,100	12,300
Walk Commuters	21,400	19,500	19,200
Combined Bicycle and Walk Commuter	38,800	34,600	31,500
Worked at Home	57,600	77,900	178,100
Mode Shares			
Drive-Alone	76.4%	76.9%	70.4%
Carpool	10.3%	9.6%	8.9%
Public Transit	2.5%	2.2%	1.5%
Bicycle	1.7%	1.4%	1.0%
Walk	2.1%	1.7%	1.6%
Combined Bicycle and Walk	3.8%	3.1%	2.7%
Worked at Home	5.6%	7.0%	15.1%

Source: SACOG, 2025

1 SACOG,Feb, 2025, based on data from the the American Community Survey 5-year sample data releases for 2016, 2019 and 2022. Data shown are 6-county

2 Data reflects number of commuters by primary commute mode. ACS collects data through self-reported responses to the question: 'How did this person usually

Table 16.6

Person Trips Mode of Travel in Pre-pandemic 2020 for Placer County

Land Use/ Mode	Community Area Type				
	Center and Corridor	Established	Developing	Rural Residential	County Total
Person Trips 1					
Drive Alone	15,454	560,966	8,337	78,233	676,801
Carpool	14,051	546,239	8,877	64,888	647,475
Transit	266	4,148	49	141	4,633
Bike	606	18,348	263	1,375	20,837
Walk	3,267	90,107	1,083	7,186	102,689
Other	229	6,582	59	543	7,487
All Modes	33,873	1,226,390	18,668	152,366	1,459,922
Mode Share					
Drive Alone	45.6%	45.7%	44.7%	51.3%	46.4%
Carpool	41.5%	44.5%	47.6%	42.6%	44.3%
Transit	0.8%	0.3%	0.3%	0.1%	0.3%
Bike	1.8%	1.5%	1.4%	0.9%	1.4%
Walk	9.6%	7.3%	5.8%	4.7%	7.0%
Other	0.7%	0.5%	0.3%	0.4%	0.5%

Source: SACOG, Jan 2025

1 All estimates from SACSIM travel demand model.

Table 16.9
Key Land Use / Transportation Characteristics of the MTP/SCS for Placer County

Land Use/ Transportation Factor	Community Area Type				
	Center and Corridor	Established	Developing	Rural Residential	County Average
Year 2020					
Regional Accessibility[1] (Auto)	281,576	249,265	213,031	110,506	228,123
Regional Accessibility[1] (Transit)	1,464	215	0	0	219
Mix of Use[3]	45	39	14	14	35
Distance to Nearest Transit[4]	0.21	0.85	0.84	2.73	1.54
Residential Density[5]	6.4	3.5	0.3	0.2	1.1
2050 MTP/SCS					
Regional Accessibility[1] (Auto)	423,901	363,336	318,162	168,272	333,409
Regional Accessibility[1] (Transit)	23,373	11,183	2,294	169	9,224
Mix of Use[3]	47	40	24	14	35
Distance to Nearest Transit[4]	0.28	0.79	1.10	2.76	1.42
Residential Density[5]	9.0	3.8	3.4	0.2	1.3
Change from 2020					
Regional Accessibility[1] (Auto)	51%	46%	49%	52%	46%
Regional Accessibility[1] (Transit)	1497%	5101%	n/a	n/a	4112%
Mix of Use[3]	4%	3%	71%	0%	0%
Distance to Nearest Transit[4]	33%	-7%	31%	1%	-8%
Residential Density[5]	41%	9%	1033%	0%	18%

Notes: All numbers are averages for residences in each community area type across Placer county.

1 Total jobs within 30-minute travel time from place of residence to jobs; for drive, times based on AM peak period roadway times for transit, travel times include estimates of average walk to first station/stop, average wait time, line haul times, transfer times (if any), and walk time to final destination.

3 SACOG entropy index, 0 to 100 scale with 0 = homogenous, 100 = perfect mix of use.

4 Shown as distance from place of residence to nearest transit station or stop, in miles per resident.

5 Dwelling units per net residential acre, within 1/2 mile of place of residence.

Source: Data compiled by SACOG in April 2025

Table 16.xx

Placer County and SACOG Region Roadway Vehicle Miles Traveled

County	Daily VMT 1		Changes	
	2020	2050	#	%
Placer	10,400,596	12,761,423	2,360,827	22.7%
Population	391,779	509,191	117,412	30.0%
VMT per Capita	26.5	25.1	-1.5	-5.6%
Region VMT	60,510,080	70,222,434	9712354	16.1%
Regional Population	2,540,353	3,120,053	579700	22.8%
Regional VMT per Capita	23.8	22.5	-1.3	-5.5%

Source: SACOG, April 2025.

1Includes roadway VMT of the SACOG region, for travel within the region. This is a subset of total VMT. Estimates and forecasts from SACSIM regional travel demand model.

Table 16.10
Placer County Vehicle Miles Traveled Per Capita

Variable	Baseline (2020)	2050
Household-Gen. VMT1	7,821,794	9,364,670
Population	391,779	509,191
HH-Gen VMT per Capita	**19.96**	**18.39**
% Change from Baseline		***-7.88%***

Source: SACOG, April 2025.

1Includes household-generated VMT for all residents of the SACOG region, for travel within the region. This is a subset of total VMT. Estimates and forecasts from SACSIM regional travel demand model.

Table 2-4

Summary of Expected Housing Growth in Placer County and SACOG Region (Dwelling Units)

County (Incorporated and Unincorporated Areas)	2020		2050		2020-2050	
	Dwelling Units1	Percent of Total	Dwelling Units1	Percent of Total	New Dwelling Units1	Percent of Total
Placer	155,919	16.38%	210,369	17.11%	54,450	19.59%
Region Total	951,615	100%	1,229,633	100%	278,018	100%

1 Due to different protocols among GIS models for tallying spatial data, housing unit numbers in this DEIR differ marginally from

Source: SACOG MTP/SCS Land Use Forecast for 2050, April 2025

Table 1: EMFAC2021 Emissions Estimates for Placer County and the SACOG (tons/day)

Emissions Type	*2020*		*2035*		*2050*	
	Placer County	*SACOG Regional Total*	*Placer County*	*SACOG Regional Total*	*Placer County*	*SACOG Regional Total*
ROG	2.92	17.56	1.46	8.37	1.18	6.45
% Reduction from 2020	N/A	N/A	-50.08%	-52.34%	-59.59%	-63.27%
NO_x	4.83	27.24	1.62	8.18	1.56	6.74
% Reduction from 2020	N/A	N/A	-66.46%	-69.98%	-67.70%	-75.26%
$PM_{2.5}$	0.12	0.83	0.10	0.59	0.10	0.62
% Reduction from 2020	N/A	N/A	-19.73%	-28.92%	-14.07%	-25.30%

Source: EMFAC2021 Outputs of SACOG 2025 Blueprint Scenarios

Table 2: EMFAC2021 VMT Estimates for Placer County and the SACOG

Year	*2020*		*2035*		*2050*	
Location	*Placer County*	*Regional*	*Placer County*	*Regional*	*Placer County*	*Regional*
Total Vehicles	332,682	1,852,884	295,204	1,625,958	324,025	1,773,838
Total VMT	10,433,162	57,013,588	11,621,549	61,189,458	12,805,101	66,301,518
Total Trips	1,759,407	9,626,534	1,527,314	8,249,058	1,692,908	9,061,151

Source: EMFAC2021 Outputs of SACOG 2025 Blueprint Scenarios

Table 3: Household Generated VMT Estimates for Placer County and the SACOG Region

Year	*2020*		*2050*	
Location	*Placer County*	*Regional*	*Placer County*	*Regional*
Person Population	391,779	2,540,353	509,191	3,120,053
Per Capita VMT	20.0	17.1	18.4	15.8
% Reduction from 2020	N/A	N/A	-7.9%	-7.8%

Source: SACSIM23 Outputs of SACOG 2025 Blueprint Scenarios

Table 4: Placer County Passenger Vehicle Fuel Consumption (Thousand Gallons per Day)

Analysis Year	*Gasoline Consumption (1000gal/day)*	*Diesel Consumption (1000gal/day)*	*Total Fuel Consumption (1000gal/day)*
2020	417.8	2.8	420.6
2050	493.5	1.5	495.0

Source: EMFAC2021 SB375 Outputs of SACOG 2025 Blueprint Scenarios

Table 5: Placer County Transportation-related Per Capita GHG Emission Estimates

Analysis Year	*CO_2 (Tons/Day)*	*Person Population Estimate (Placer*	*Per Capita CO_2 Emissions (Pounds/day)*	*Per Capita % Change from 2020*	veh population	
2020	3,923	391,779	20.03	N/A	293,118	26.77
2050	4,630	509,191	18.19	-9.2%	294,006	31.50

Source: EMFAC2021 SB375 Outputs of SACOG 2025 Blueprint Scenarios

Table 16.2

Weekday Transit Revenue Service Hours by Service Type 2020 and 2050 Proposed MTP/SCS

Service Ty	2020	2050 MTP/SCS	Change from 2020	
			#	%
Light Rail	238	309	71	30%
Tram/Stre	0	18	18	N/A
Express Bu	381	945	564	148%
BRT/Fixed	2,044	7,031	4,987	244%
Shuttle	256	723	467	182%
Regional F	20	49	29	145%
Regional T	**2,939**	**9,075**	**6,136**	**209%**

Note: Excluding services offered between 11PM and 5AM

Source: SACOG, 2025

Table 16.xx

County Roadway Vehicle Miles Traveled

County	Daily VMT 1		Changes	
	2020	2050	#	%
El Dorado	3,635,768	3,835,808	200,040	5.50%
Placer	9,840,755	12,012,317	2,171,562	22.10%
Sacramento	33,653,991	38,702,482	5,048,491	15.00%
Sutter	2,411,620	2,838,856	427,236	17.70%
Yolo	6,435,304	7,663,807	1,228,503	19.10%
Yuba	1,844,932	2,113,675	268,743	14.60%
Region	57,822,370	67,166,945	9,344,575	16.20%
Population	2,540,353	3,120,053	579,700	22.80%
VMT per Capita	22.8	21.5	-1.2	-5.40%

Source: SACOG, Jan 2025.

1Includes roadway VMT of the SACOG region, for travel within the region. This is a subset of total VMT. Estimates and forecasts from SACSIM regional travel demand model.

Fehr & Peers

Memo

Date: June 30, 2025

To: Corey Peterson, Mike Costa – Placer County Transportation Planning Agency

From: Kwasi Donkor, Dave Robinson, Adrita Islam, Meredith Milam – Fehr & Peers
Steve McMurtry – De Novo Planning Group

Subject: Placer County Transportation Agency Regional Transportation Plan Performance Metrics

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Introduction

This memorandum presents transportation performance metrics to support Placer County Transportation Agency Regional Transportation Authority's (PCTPA) regional transportation plan (RTP) update and the RTP's environmental impact report (EIR). Fehr & Peers worked with PCTPA and the Sacramento Area Council of Governments (SACOG) to align the development of performance metrics with regional initiatives.

Performance Metrics

The Infrastructure Investment and Jobs Act (IIJA) reinforces the role of performance-based planning and decision making in transportation investments. Performance-based planning considers historical trends and future forecasts and ensures that transportation projects and policies are aligned with regional goals such as mobility, safety, equity, sustainability, and greenhouse gas (GHG) reduction.

Methodology

SACOG, as the regional metropolitan planning organization (MPO), develops and maintains the activity-based travel demand model, SACSIM, to support the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SACSIM23 was developed for the 2025 Blueprint and was released in June 2025. This version includes the updated project list for the PCTPA Regional Transportation Plan and was used to develop the metrics for this memo[1]. The model was not modified and was used solely to generate metrics directly from the base and future model runs.

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[1] SACSIM23 Travel Demand Model
https://www.sacog.org/planning/data-resource-center/travel-demand-model/travel-model-documentation/sacsim23

The performance metrics developed for the PCTPA's RTP/SCS are listed below:

- Total daily vehicle miles of travel (VMT) and VMT per capita
- Weekday congested VMT by facility type
- Total vehicle hours of delay (VHD) and VHD per capita
- Roadway lane miles by functional classification
- Average travel speed by facility type
- Peak hour excessive delay
- Maintenance funding per lane mile
- Bikeway miles by facility class and Bikeway Facility Miles per Capita
- Bicycling and Walking Trips per Capita
- Congested lane miles for major goods movement corridors
- Weekday trips by mode
- Non-auto trips per capita
- Average trip length by mode
- Transit Coverage (Persons within one-half mile of a transit stop)
- Transit Ridership Forecasts per Capita

The following section discusses the metrics used to evaluate the regional roadway system based on PCTPA's RTP project lists**.**

Vehicle Miles Traveled

Vehicle miles travelled (VMT) is a performance measure used to evaluate total vehicle travel across the roadway network within a given time period. VMT can be used to assess travel demand, congestion, and environmental impacts such as air quality and greenhouse gas emissions. VMT is also a key metric under the California Environmental Quality Act (CEQA) for evaluating transportation impacts. Tracking VMT supports planning for efficient transportation systems and meeting regional sustainability goals.

Average daily VMT was estimated using SACSIM23 regional travel demand model. VMT was estimated using two different methodologies as listed below.

- **Boundary VMT** refers to the total vehicle miles traveled by all vehicles crossing into or out of a defined geographic area (Placer County). This includes VMT generated by trips that do not have a trip-end within Placer County i.e., through trips and commercial trips. But trip lengths that are beyond the county boundary are not included.
- **VMT Generated by Land Use** refers to the total VMT resulting from trips generated by Placer County land uses. It captures the entire length of the trips within the SCAOG model boundary. This does not include commercial trips.

Table 1 summarizes the VMT and VMT per Capita. Between 2020 and 2050, total daily VMT in Placer County is projected to increase by 21%, consistent with expected growth in population and activity, as shown in **Table 1**. Household-generated VMT is expected to increase by 20%, while both boundary and household VMT per capita are expected to decline. The per capita decline in VMT is attributed to many factors such as increased working from home, transportation projects that improve mobility, preferences for travel (e.g., car vs. transit or bike), the interaction between land use options and transportation choices, and a greater balance in jobs and housing options in Placer County that keep local residents employed in the county.

Table 1. Total Daily VMT and VMT Per Capita

Measure	2020	2050	% Change
Boundary VMT	9,717,741	11,776,584	21%
VMT Generated by Land Use	9,823,724	11,789,599	20%
Population[1]	391,779	509,191	30%
Boundary VMT / Capita	24.80	23.13	-7%
VMT Generated by Land Use / Capita	19.96	18.39	-8%

Notes:
[1] Population is estimated from the SACIM23 model
Source:
SACSIM23 Travel Demand Forecasting Model, 2025
Fehr & Peers, 2025

Congested VMT

Congested VMT represents the portion of VMT under congested conditions. This metric helps identify where and how delays are concentrated across the network. Congested VMT (CVMT) is defined as a VMT that occurs on roadways with volume-to-capacity (V/C) ratios of greater than 1.0. VMT on congested links is estimated for all nine time period in SACSIm23 and summed up to the total daily congested VMT. Functional classification is a system that categorizes roadways based on their primary role in the transportation network, considering factors such as speed, capacity, mobility, and access. **Table 2** shows the comparison of congested VMT across different roadway categories based on the SACSIM23 model.

Table 2. Weekday Congested VMT by Functional Classification

Category	2020	2050	% Change
Freeway (Mixed Flow)	55,373	34,100	-38%
HOV Lanes	904	16,786	1757%
Freeway Auxiliary/Ramp	1,556	2,380	53%
Expressway	0	0	-
Arterials (Major and Minor)	259,064	350,456	35%
Collectors	2,597	7,522	190%
Rural (Highway and Arterial)	50,057	63,793	27%
All Classes	369,551	475,037	29%
Population	391,779	509,191	30%
Congested VMT / Capita	0.94	0.93	-1%

Notes:
The roadway categories are defined using the CAPCLASS attribute, which reflects the functional classification of each roadway segment.
Source:
SACOG SACSIM Travel Demand Model, 2025
Fehr & Peers, 2025

As shown in **Table 2**, between 2020 and 2050, total congested VMT in Placer County is projected to increase by 29%. However, congestion is expected to vary across facility types, reflecting changing travel patterns, planned infrastructure investments, and model assumptions. Congested VMT on freeway mixed-flow lanes is forecasted to decrease by 38% due to increase in capacity such as increased number of lanes and traffic diverting to parallel facilities, HOV lanes, and Aux lanes. This decline does not necessarily indicate improved conditions but rather redistribution of congestion elsewhere on the network. HOV lanes, show a sharp increase in congested VMT, reflecting growing use and expanded lane miles. Collectors also experience higher increase in congestion, suggesting more pressure on local roadways due to development patterns and local circulation needs. Other roadways experience a more modest rise, tracking the population growth. Despite overall congestion growth, congested VMT per capita remains stable, decreasing slightly from 0.94 to 0.93. This suggests that on a per-person basis, congestion is slightly decreasing.

Vehicle Hours of Delay (VHD)

Vehicle hours of delay (VHD) refers to the total amount of time vehicles are delayed due to congestion, compared to how long it would take to travel at free-flow speeds. It provides a clear measure of traffic performance, informs infrastructure and operational improvements, and supports efforts to reduce travel time, improve reliability, and enhance overall transportation system efficiency. This metric was estimated for all nine time periods in the SACSIM23 model and summed up to the average daily VHD. Forecasts for Placer County weekday congested VHD are shown in **Table 3**.

Table 3.Total Weekday VHD and VHD Per Capita

Category	2020	2050	% Change
Total Weekday VHD	28,263	37,866	34%
Population	391,779	509,191	30%
VHD / Capita	0.07	0.07	3%

Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

As shown in **Table 3**, total weekday VHD in Placer County is projected to increase by 34% between 2020 and 2050, slightly exceeding population growth. However, VHD per capita increases only marginally (3%), suggesting that system performance remains relatively stable. This trend may reflect a combination of network expansion, traffic redistribution, and increased capacity in some locations. While overall delay grows, localized congestion is still likely during peak travel periods and on key arterials and freeway segments.

Roadway Lane Miles

Lane mile is a measure of roadway length that accounts for the number of lanes and is calculated by multiplying the length of a road segment (in miles) by the number of lanes it has. Roadway lane miles shown in **Table 4**, by functional classification provides a snapshot of Placer County's transportation network and planned investments through 2050.

Table 4. Roadway Lane Miles by Functional Classification

Category	2020	2050	% Change
Freeway (Mixed Flow)	325	330	2%
HOV Lanes	16	23	49%
Freeway Auxiliary/Ramp	22	38	71%
Expressway	42	53	26%
Arterials (Major and Minor)	604	840	39%
Collectors	476	497	4%
Rural (Highway and Arterial)	377	353	-6%
All Classes	1,862	2,135	15%

Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers 2025

As shown in **Table 4**, total lane mileage is projected to increase by 15%, with the largest growth on arterials (+39%), HOV lanes (+49%), and freeway auxiliary lanes (+71%). These expansions support increased demand and regional mobility, particularly along major corridors. Expressways increase by 26%, while collector roads see minimal growth (+4%). Rural roadway lane mileage declines slightly, likely due to reclassification or shifting development patterns.

Average Travel Speed

Average travel speed helps assess overall roadway performance and congestion levels across different facility types. Using SACOG's travel demand model, the average travel speed was estimated to compare how roadways in Placer County will perform across different roadway facility types.

Table 5. Average Travel Speed by Facility Type

Category	2020	2050	% Change
Freeway (Mixed Flow)	56	55	-2%
HOV Lanes	40	42	5%
Freeway Auxiliary/Ramp	19	19	0%
Expressway	52	51	-2%
Arterials (Major and Minor)	32	33	3%
Collectors	33	33	0%
Rural (Highway and Arterial)	47	45	-4%

Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

As shown in **Table 5**, speeds are generally stable in Placer County between 2020 and 2050, with only minor fluctuations. Overall, the data suggests relatively stable operating conditions across the network, with modest improvements on select high-occupancy facilities.

Excessive Delay

Excessive delay measures the total vehicle-delay experienced on roadway segments operating at speeds more than 40% below free-flow conditions, shown in **Table 6**. This metric highlights locations and times where severe congestion impacts traveler experience and system reliability.

Table 6. Peak Hour Excessive Delay

Measure	2020	2020	% Change
AM Peak Hour	1,481	1,657	12%
PM Peak Hour	1,581	1,913	21%

Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Table 6 shows the peak hour excessive delay in Placer County is projected to increase by 12% in the AM peak and 21% in the PM peak by 2050. The larger increase in the PM period suggests growing congestion during evening commutes, consistent with regional travel demand patterns.

Maintenance Funding Per Lane Mile

Tracking maintenance needs and funding is essential to long-range transportation planning. As infrastructure ages and demand grows, costs rise, making it critical to plan ahead. Including this analysis in the RTP helps agencies anticipate future needs, prioritize investments, and avoid costly deterioration.

Placer County's roadway maintenance funding is projected to increase substantially by 2050, as shown in **Table 7**. Total maintenance funding is expected to grow from $2.9 billion to $4.2 billion, a 45% increase. Over the same period, total lane miles increased by 15%, resulting in a rise in maintenance funding per lane mile from approximately $1.54 million to $1.95 million, a 26% increase. This growth reflects the need to support an expanding roadway network and maintain system performance as infrastructure ages and travel demand increases.

Table 7. Maintenance Funding Per Lane Mile

Measure	2020	2020	% Change
Maintenance Funding ($)	2,900,000,000	4,200,000,000	45%
Lane Miles	1,861.63	2,134.75	15%
Maintenance Funding ($) Per Mile	1,557,774	1,967,448	26%

Notes:
Maintenance funding is from PCTPA, June 20, 2025
Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Bikeway Miles

Similar to Roadway lane miles, Bikeway miles refer to the total length of designated bicycle facilities, typically measured in miles. This includes bike lanes, bike paths, shared-use trails, and other infrastructure specifically designed to support safe and comfortable bicycle travel. Tracking bikeway miles supports goals related to sustainability, mobility, public health, and the reduction of VMT and GHG emissions by encouraging active transportation and decreasing reliance on cars. **Table 8** shows the bikeway miles by facility class and bikeway miles per capita.

Table 8. Bikeway Miles by Facility Class

Measure	2020	2050	% Change
Shared-Use Paths (Class I)	140	236	68%
Bike Lanes (Class II & IV)	629	766	22%
Bike Routes (Class III)	26	23	-9%
Population	391,779	509,191	30%
Shared-Use Paths (Class I) Per Capita	0.00036	0.00046	30%
Bike Lanes (Class II & IV) Per Capita	0.00161	0.0015	-6%
Bike Routes (Class III) Per Capita	0.00007	0.00005	30%

Notes:
SACSIM23 model does not distinguish between Class II and Class IV bike paths.
Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Placer County's bicycle infrastructure is expected to continue expanding, with a 68% increase in shared-use paths (Class I) and a 22% increase in bike lanes (Class II & IV), as shown in **Table 8**. Class III bike routes are expected to decline slightly, possibly reflecting reclassification or conversion to higher-class facilities.

Walk/Bike Trips Per Capita

Walk/Bike Trips Per Capita helps evaluate how well the transportation system supports active travel. It supports RTP goals around mobility, sustainability, health, and reducing car dependence and emissions. **Table 9** shows the walk/bike trips from the SACSIM23 model that begin or end in Placer County.

Table 9. Weekday Average Walk/Bike Trips Per Capita

Mode of Travel	2020	2050	% Change
Walk Trips	102,557	130,579	27%
Bicycle Trips	23,992	32,270	35%
Population	391,779	509,191	30%
Walk Trips / Capita	0.26	0.25	-2%*
Bike Trips / Capita	0.06	0.06	3%

*Values rounded for clarity.
Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Table 9 shows that between 2020 and 2050 total walk and bike trips are projected to increase, but per capita rates stay mostly flat. Walk trips per capita decline slightly (-2%), while bike trips per capita increase by just 3%. These changes reflect steady use of active modes, though not keeping pace with population growth.

Congested Lane Miles for Major Goods Movement Corridors

Roadway congestion affects all roadway users, including goods movement. Efficient movement of goods is essential to economic activity, and congestion on goods movement corridors can lead to delays, increased costs, and reduced reliability. SACSIM23 was used to estimate congested lane miles along key goods movement corridors[2] within the County. Congested lane miles is defined as the length and number of lanes on roadway segments where the v/c ratio exceeds 1.0. **Table 10** summarizes existing (2020) and projected (2050) congested lane miles by goods movement corridor type within the county.

Table 10. Congested Lane Miles for Major Goods Movement Corridors

Measure	2020	2050	% Change
STAA Truck Routes	60,160	43,766	-27%
Terminal Access and Local Routes	62,289	79,456	28%
All Classes	122,449	123,222	1%

Notes:
Corridor Category is from STAA truck routes corridor
This metric is from the model based on weather the congested links in the model are designated as a truck route corridor or not.
Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

As shown in **Table 10**, total congested lane miles across all truck corridors in Placer County are projected to remain relatively stable between 2020 and 2050, increasing by just 1%. However, trends vary notably by corridor type. Congested lane miles on state truck routes (SACOG-designated STAA routes) are projected to decrease by 27%. This reduction results from planned capacity and operational improvements on freeways, including added lanes, auxiliary lanes, and HOV lanes, which help reduce congestion in mixed-flow lanes.

In contrast, terminal access and local truck routes (city-designated truck corridors) are projected to see a 28% increase in congested lane miles. This increase is driven by growing local circulation needs, changes in truck routing patterns, higher demand for goods movement due to ongoing residential and commercial development, and the rise in online shopping.

Overall, these results indicate that while congestion on key state truck routes is expected to decline, local truck corridors will face greater pressures in the future.

[2] Surface Transportation Assistance Act (STAA) Truck Routes Corridor, SACOG https://data.sacog.org/datasets/SACOG::surface-transportation-assistance-act-truck-routes/about

Weekday Person Trips by Mode

Weekday person trips by mode helps understand travel behavior, monitor mode share, and guide investments to improve mobility, reduce congestion, and support sustainable transportation choices. This is estimated from the trip table from the SACSIM23 model and includes trips that start or end within Placer County. **Table 11** shows the average weekday person trips by mode.

Table 11. Weekday Trips by Mode

Measure	2020		2050		Mode Share % Change
	Trips	Mode Share	Trips	Mode Share	
Walk	102,557	5.9%	130,579	6.0%	1%
Bike	23,992	1.4%	32,270	1.5%	7%
Single Occupant Vehicle	822,739	47.3%	1,043,198	47.6%	1%
High-Occupancy Vehicle - 2	406,803	23.4%	513,242	23.4%	0%
High-Occupancy Vehicle - 3+	369,139	21.2%	444,844	20.3%	-4%
Transit	4,935	0.3%	15,241	0.7%	145%
School Bus	4,470	0.3%	5,066	0.2%	-10%
Other	4,408	0.3%	5,494	0.3%	-1%
Total	1,739,043	100.0%	2,189,934	100.0%	0%

Notes:
For High-Occupancy Vehicles (HOVs), person trips include all passengers inside the vehicle, not just the vehicle itself. So, a carpool with three people counts as three person trips (1 vehicle trip).
Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Table 11 shows that between 2020 and 2050 total daily trips are projected to increase by about 26%. Non-auto travel model share is relatively low in Placer County but increases slightly in 2050. Most trips continue to be made by single-occupant vehicles (SOVs), which remain steady at around 47% of all trips. High-occupancy vehicles (HOVs) make up a large share as well, with 2-person HOVs holding steady and 3+ person HOVs decreasing slightly. Transit trips are expected to increase from 0.3% to 0.7%. Walking and biking grow slightly as a share of trips. While school bus and carpool (3+) trips increase slightly, the mode shares decline compared to total trips.

Non-auto Person Trips

Non-auto person trips include walking, biking, transit, and school bus travel. Tracking these trips in the RTP supports goals to reduce car dependence, lower emissions, decrease traffic congestion, and improve public health and equity. Non-auto person trips are estimated from the SACSIM23 model trip table using the same methodology as weekday person trips by mode. **Table 12** shows non-auto person trips per capita.

Table 12. Non-Auto Trips Per Capita

Measure	2020	2050	% Change
Non-Auto Trips	135,954	183,156	35%
Population	391,779	509,191	30%
Non-Auto Trips / Capita	0.35	0.36	4%

Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Shown in **Table 12** between 2020 and 2050, non-auto trips per capita in Placer County are relatively low, but is projected to increase by 35%, while population grows by 30%. As a result, non-auto trips per capita increase slightly from 0.35 to 0.36, an overall rise of 4%. This modest gain suggests relatively stable use of non-driving modes.

Average Trip Length

Average trip length represents the typical distance traveled by each mode on a weekday and represents how people move through the transportation system. It can also help understand travel patterns, evaluate transportation system efficiency, and assess impacts on congestion and emissions.

Table 13 shows the average trip length by mode, estimated from the SACSIM23 trip table for trips that begin or end within Placer County.

Table 13. Average Trip Length by Mode

Measure	2020	2050	% Change
Walk	1.76	1.81	3%
Bike	5.04	5.16	2%
Single Occupant Vehicle	8.95	8.45	-6%
High-Occupancy Vehicle - 2	7.86	7.56	-4%
High-Occupancy Vehicle - 3+	7.80	7.72	-1%
Transit	6.82	8.98	32%
School Bus	7.20	7.08	-2%
Other	5.66	5.57	-2%
Total	7.95	7.64	-4%

Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Table 13 shows that, between 2020 and 2050, trip lengths for most modes are projected to remain relatively stable. Single-occupant vehicle trips are expected to shorten (a 6% decrease), and high-occupancy vehicle trips also see small declines. In contrast, transit trip lengths increase by 32%, indicating that transit may be used for more regional or longer-distance travel in the future. Walk and bike trip lengths rise modestly, while school bus and other mode categories show slight decreases. Overall, the average trip length across all modes is projected to decline by 4%, from 7.95 to 7.64 miles. These patterns may reflect a combination of improved accessibility, more compact land use, and expanded transit service.

Transit Coverage

Transit coverage is measured by estimating the number of people living within one-half mile of a transit stop. This was done using the SACSIM23 transit stop locations and identifying parcels within a half-mile buffer. The households and population within those parcels were then summarized to estimate coverage. Access to transit in Placer County is summarized in **Table 14** and is projected to improve substantially by 2050.

Table 14. Persons Within One-half Mile of a Transit Stop

Measure	2020	2050	% Change
Transit Coverage – Households within 1/2 mile of transit	75,532	114,078	51%
Transit Coverage – Persons within 1/2 mile of transit	198,496	290,479	46%

Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

As shown in **Table 14**, The number of households located within one-half mile of a transit stop increases by 51%. Similarly, the number of people within one-half mile of transit grows by 46%. These increases reflect planned expansions in transit service coverage and land use changes that concentrate more households and residents near transit corridors.

Transit Ridership Forecasts

Transit Ridership Forecasts helps the County anticipate future demand for transit services, guide investment decisions, improve service planning, and support goals for reducing traffic congestion, emissions, and car dependence in the region. Transit ridership is estimated from the daily transit stop-summary from the SACSIM Model. **Table 15** shows the forecasted daily transit ridership from the model.

Table 15. Transit Ridership Forecasts Per Capita

Measure	2020	2050	% Change
Transit Ridership (weekday)	8,968	16,773	87%
Population	391,779	509,191	30%
Ridership / Capita	0.023	0.033	44%

Notes:
Transit ridership is estimated from transit links file where daily boardings at stops within Placer County are summarized
Source:
SACSIM23 Travel Demand Model, 2025
Fehr & Peers, 2025

Ridership in Placer County is relatively low but are projected to grow by 2050. Weekday boardings are expected to nearly double, increasing by 87% from about 8,968 in 2020 to over 16,773 in 2050, shown in **Table 15**. With population increasing by 30% in 2050, transit ridership per capita is forecasted to rise from 0.023 to 0.033, a 44% increase which tracks the transit coverage increase.