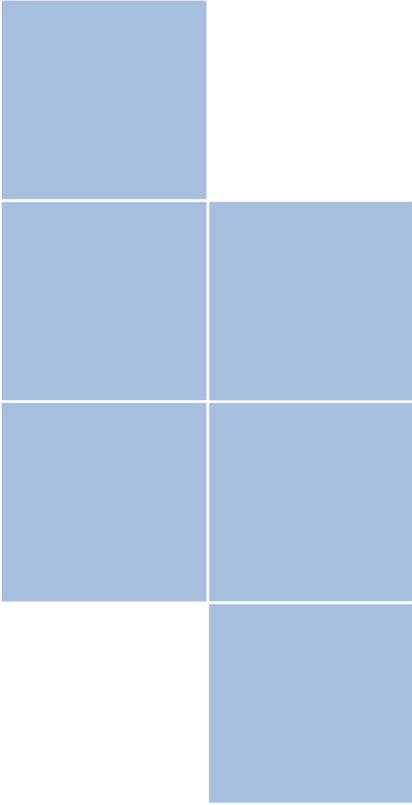




# INITIAL STUDY AND NOTICE OF PREPARATION

FOR THE



## 2036 PLACER COUNTY REGIONAL TRANSPORTATION PLAN UPDATE

JUNE 5, 2015

**Prepared for:**

Placer County Transportation Planning Commission  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4030

**Prepared by:**

De Novo Planning Group  
1020 Suncast Lane, Suite 106  
El Dorado Hills CA 95762  
(916) 580-9818



D e N o v o P l a n n i n g G r o u p

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A Land Use Planning, Design, and Environmental Firm





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## NOTICE OF PREPARATION

TO:	FROM:	EIR Consultant:
State Clearinghouse	Placer County Transportation Planning	Steve McMurtry, Principal Planner
State Responsible Agencies	Agency	De Novo Planning Group
State Trustee Agencies	Aaron Hoyt, Associate Planner	1020 Suncastr Lane, Suite 106
Other Public Agencies	299 Nevada St.	El Dorado Hills, Ca 95762
Interested Organizations	Auburn, CA 95603	
	(530) 823-4030	

**SUBJECT:** Notice of Preparation – 2036 Placer County Regional Transportation Plan Update

Placer County Transportation Planning Agency (PCTPA) is in the process of updating the Placer County Regional Transportation Plan (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. The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. The PCTPA intends to prepare a Program EIR pursuant to CEQA Guidelines Section 15168. The program-level analysis considers the broad environmental effects of the RTP as a whole. The program-level approach is appropriate for the proposed Project because it allows comprehensive consideration of the reasonably anticipated scope of the RTP; however, not all aspects of the future improvement projects are known at this stage in the planning process to enable more detailed 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.

An Initial Study has been prepared for the project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis that will need to be prepared as part of the EIR. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane 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;



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## PROJECT INFORMATION

### PROJECT TITLE

2036 Placer County Regional Transportation Plan

### LEAD AGENCY NAME AND ADDRESS

Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4030

### CONTACT PERSON AND PHONE NUMBER

Aaron Hoyt, Associate Planner  
Placer County Transportation Planning Agency  
(530) 823-4030

### PROJECT SPONSOR'S NAME AND ADDRESS

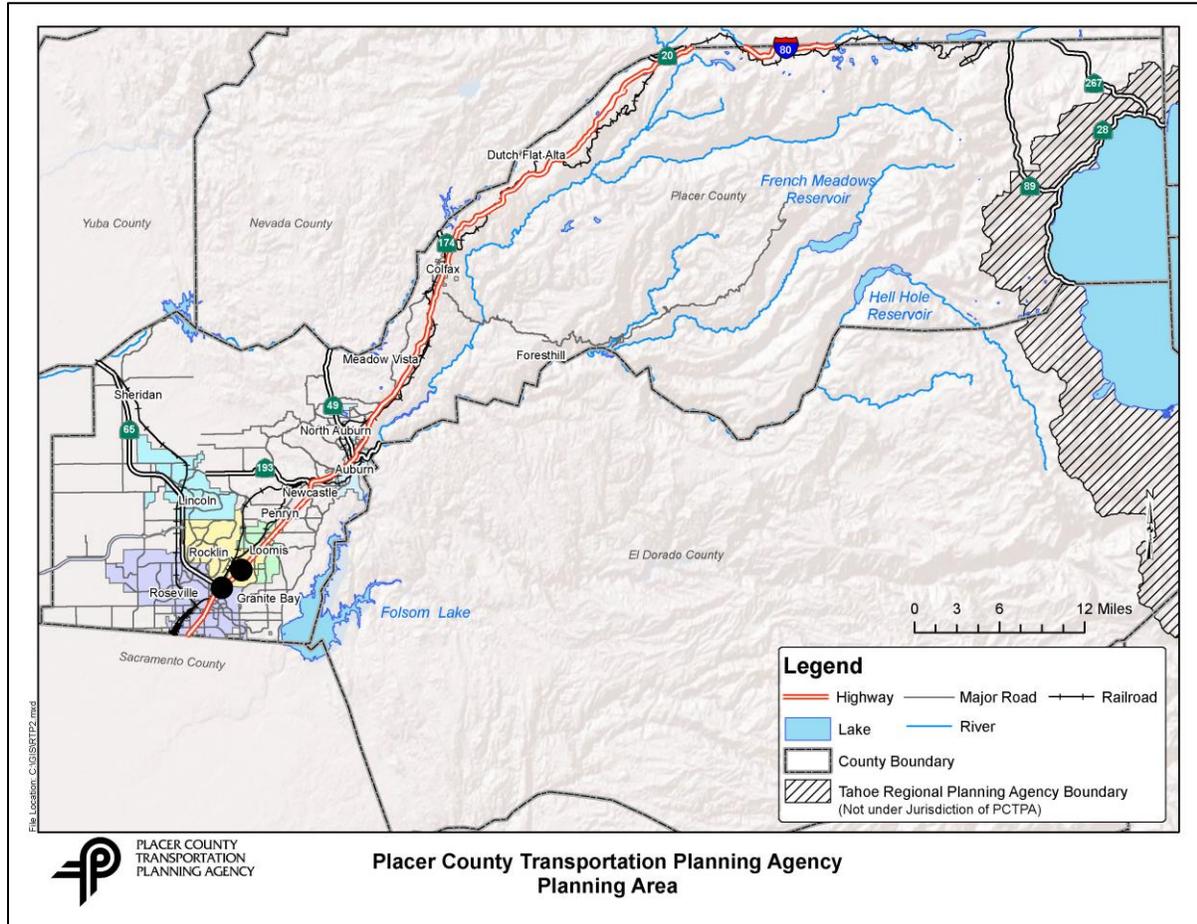
Placer County Transportation Planning Agency  
299 Nevada St.  
Auburn, CA 95603  
(530) 823-4030

### PROJECT LOCATION AND SETTING

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 approximately 1,502 square miles in size, Placer County is a medium size county in California, and contains a wide geographic range.

The county's elevation ranges from a low of 160 feet in the county's flatlands to a high of nearly 9,500 feet in mountainous peaks of the Sierra Nevada near its eastern boundary. Geographically, the county can be divided into three physiographic divisions. The lowest elevation area in the western portion of the county is primarily developed suburban residential area, within and adjacent to the cities of Roseville, Rocklin, and Lincoln. This area contains most of the county's population, and is situated in the Sacramento region. Large portions of this low elevation area are also used for agricultural cultivation. Moving eastward, the second division includes the foothills region of the county, which are typified by rolling hills with extensive rangelands and oak woodlands. The third division, which includes the highest elevation areas in the eastern portion of the county, is largely typified by a forested landscape that is bisected with steep canyons and sweeping ridge tops. This region, within the Sierra Nevada, includes the City of Colfax and several small, unincorporated communities, such as Weimar, Gold Run, Alta, Emigrant Gap, and Soda Springs, as well as large tracks of rural-residential housing that are dispersed throughout the area. Areas in the Sierra Nevada outside of rural-residential

ownership are predominately comprised of public and private forest lands that are typically managed for timber production or for watershed and recreational values.



## GENERAL PLAN AND ZONING DESIGNATIONS

The 2036 Placer County Regional Transportation Plan (RTP) is a regional planning effort developed by the Placer County Transportation Planning Agency (PCTPA) that covers all of Placer County, except for Placer County area within the Lake Tahoe Basin. The Lake Tahoe Basin area is served by the Tahoe Regional Planning Agency (TRPA), as shown in the above map. Therefore, the General Plan land use and zoning designations for the areas affected by the 2036 Placer County RTP are inclusive of the PCTPA Planning Area — meaning that the land that would be affected by implementation of the RTP will include any and all General Plan land use and zoning designations that are established by the local land use authorities that are within the PCTPA Planning Area.

## PURPOSE AND NEED

State law requires that the RTP be updated and submitted to the California Transportation Commission (CTC) every five years. The purpose of the RTP is to identify the Region's short-term and long-range transportation needs and to establish policies, programs, and projects designed to meet those needs. Transportation improvement projects that are included in the

RTP and are prioritized for funding through the Regional Transportation Improvement Program (RTIP) are then submitted to the CTC for programming every two years as part of the State Transportation Improvement Program (STIP). Projects that are proposed for funding through other sources, such as state or federal competitive grant programs are submitted according to the requirements of individual programs. In either case, improvement projects proposed for funding must typically be identified through either a local or regional transportation planning process, such as the RTP.

The RTP needs to be updated in order to demonstrate the progress made toward implementing the currently adopted RTP (2035 RTP), to reflect any changing conditions, and to determine if changes are warranted to the PCTPA's policies, programs, and projects for the next 20 years. Lastly, the 2035 RTP needs to be updated to maintain compliance with the CTC's 2010 Regional Transportation Plan Guidelines.

The 2036 RTP Update is consistent with all relevant state and federal transportation planning requirements. Consistency with these requirements is summarized in Caltrans' Regional Transportation Plan Checklist, which is included in an Appendix to the RTP. The RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP). SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and is also the federally designated Metropolitan Planning Organization (MPO) for the six county region including Placer and El Dorado. As an RTPA and MPO, SACOG updates the MTP every four years to satisfy their federal planning responsibilities for the six-county region and state requirement to develop a Sustainable Communities Strategy (SCS) pursuant to Senate Bill 375.

## **PROJECT DESCRIPTION**

***Background:*** PCTPA adopted the 2027 RTP for Placer County and accompanying EIR in September 2005. The 2027 RTP served as the initial transportation blueprint for the Placer County portion of the SACOG 2035 MTP approved in 2008. SACOG is the Metropolitan Planning Organization (MPO) for the Sacramento six-county region, including Placer County. Transportation projects contained in the 2027 RTP were refined and a small number of new projects were incorporated into the SACOG 2035 MTP adopted in March 2008 along with the accompanying EIR. The SACOG 2035 MTP was modeled after the Sacramento Region Blueprint planning effort.

PCTPA prepared the 2035 RTP, an update to the 2027 RTP, which kicked off in early 2010. The 2035 RTP incorporated the project list from the SACOG 2035 MTP bringing the two planning processes in-line with each other. A Supplemental EIR was prepared and certified along with the adoption of the 2035 RTP in September 2010.

The Sustainable Communities and Climate Protection Act of 2008 (SB-375) was passed in 2008 leading to the update of the California Transportation Commission Regional Transportation Guidelines (2010) and the CARB greenhouse gas reduction targets (2010). The 2035 RTP was developed to meet the CTC's updated guidelines.

The SACOG 2035 MTP/SCS followed the update of the policy guidance from CARB and CTC and served as the region's first SCS, aligning the previous regional Blueprint planning efforts and long-range transportation investments. The 2035 RTP was incorporated into the 2035 MTP/SCS with some modifications to the transportation project list. The SACOG Board approved the SACOG 2035 MTP/SCS and accompanying programmatic EIR for the six-county region in 2012.

The 2036 RTP update for Placer County (the proposed project) will align the transportation project list with that of the SACOG 2035 MTP/SCS and also set the stage for consistency with the SACOG 2036 MTP/SCS anticipated for release in fall 2015. PCTPA is coordinating closely with SACOG on the development of demographics, transportation project lists, and revenue forecasts due to the comparable timelines.

***2036 RTP:*** The proposed project is the adoption and implementation of the 2036 Placer County Regional Transportation Plan Update (RTP). 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 regional improvement strategy that will be used to implement 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/quantifies regional needs expressed within both short/long range horizons; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies short and long term actions needed to achieve the RTP's objectives and implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element.

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 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). It also identifies potential funding shortfalls and sources for the unconstrained project list.

***Programmatic EIR:*** The California Environmental Quality Act (CEQA) Guidelines requires that a Programmatic Environmental Impact Report (PEIR) must be prepared for a plan which is "reasonably expected to result in potentially significant environmental effects, if implemented". Accordingly, a PEIR will be performed and certified for the 2036 RTP.

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**OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT.)**

PCTPA will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. The Initial Study and Notice of Preparation will be circulated for agency and public review for 30 days, pursuant to CEQA Guidelines, Section 15073(d).

No specific permits are required by any other responsible or trustee agencies to approve the proposed project. However, there are numerous permits and approvals that may be required to implement the improvements identified in the RTP. The following additional agency approvals apply to the proposed project: County of Placer, City of Auburn, City of Roseville, City of Rocklin, City of Lincoln, City of Colfax, Town of Loomis, and California Department of Transportation (Caltrans).



## EVALUATION INSTRUCTIONS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

(Note: Because the RTP is a program level regional planning document, the environmental review for the RTP is also at a programmatic level. The RTP does not include any project-level specific designs or approvals. Furthermore, approval of the RTP would not preclude future environmental review of project specific improvements. If, when, any transportation improvement or land use project that is identified in the RTP gets funding, is designed, and up for consideration by a decision making body, it would require project specific level environmental review.)

## EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

## ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 17 environmental topic areas.

### I. AESTHETICS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

### RESPONSES TO CHECKLIST QUESTIONS

**Responses a), b), c), d):** It has been determined that the potential impacts on aesthetics caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on aesthetics. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

## II. AGRICULTURE RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) 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?	X			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	X			
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	X			

### RESPONSES TO CHECKLIST QUESTIONS

**Responses a), b), c):** It has been determined that the potential impacts on agricultural resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on agricultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*III. AIR QUALITY*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e):** It has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the five environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*IV. BIOLOGICAL RESOURCES*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	X			
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?	X			
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
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?	X			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X			
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?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e), f):** It has been determined that the potential impacts on biological resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the six environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on biological resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*V. CULTURAL RESOURCES*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d):** It has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*VI. GEOLOGY AND SOILS*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	X			
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.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
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?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
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?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e):** It has been determined that the potential impacts on geology and soils caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on geology and soils. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*XII. GREENHOUSE GAS EMISSIONS*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Response a) and b):** The US EPA has reported that the transportation sector directly accounted for upwards of 30 percent of the total GHG emissions in the US. They have also reported that transportation is the fastest-growing source of GHGs in the US. Over the past century GHG concentrations in the earth's atmosphere have been gradually increasing, and most scientists postulate that increases in the earth's average temperature are the result of increases in concentrations of GHG.

The California legislature passed the California Global Warming Solutions Act in 2006 through Assembly Bill 32 (AB-32), and the Sustainable Communities and Climate Protection Act in 2009 through Senate Bill 375 (SB-375). These laws address the need for regional strategies to reduce greenhouse gas emissions in California. In particular, SB 375 sets GHG targets for the entire six-county Sacramento region, and specifies SACOG as having responsibility for calculating and coordinating the region's GHG reduction efforts. Furthermore, the Attorney General has provided legal insight and recommendations to the public through opinion papers.

It has been determined that the potential impacts from greenhouse gas emissions caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine this issue including a discussion of impacts, feasible alternatives, and mitigation measures that could reasonably reduce the County's greenhouse gas emissions. The analysis will review the list of projects proposed in the RTP and develop measures that can be incorporated into the RTP to provide for greenhouse gas emission reductions. At this point a definitive impact conclusion for this environmental topic will not be made, rather it is considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*VIII. HAZARDS AND HAZARDOUS MATERIALS*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
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?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
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?	X			
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 for people residing or working in the project area?	X			
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	X			
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e), f), g), h):** It has been determined that the potential impacts from hazards/hazardous materials caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on hazards/hazardous materials. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*IX. HYDROLOGY AND WATER QUALITY*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?	X			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	X			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e) 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?	X			
f) Otherwise substantially degrade water quality?	X			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
j) Inundation by seiche, tsunami, or mudflow?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e), f), g), h), i), j):** It has been determined that the potential impacts on hydrology/water quality caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental

issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on hydrology/water quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*X. LAND USE AND PLANNING*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	X			
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c):** It has been determined that the potential impacts on land use and planning caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the three environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on land use and planning. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*XI. MINERAL RESOURCES*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	X			
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?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b):** It has been determined that the potential impacts on mineral resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on mineral resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*XII. NOISE*

<i>Would the project result in:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
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 expose people residing or working in the project area to excessive noise levels?	X			
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e), f):** It has been determined that the potential impacts on noise caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the six environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on noise. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*XIII. POPULATION AND HOUSING*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial 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)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	X			
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c):** It has been determined that the potential impacts on population and housing caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the three environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on population and housing. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*XIV. PUBLIC SERVICES*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:	X			
Fire protection?	X			
Police protection?	X			
Schools?	X			
Parks?	X			
Other public facilities?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a):** It has been determined that the potential impacts on public services caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on public services. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*XV. RECREATION*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	X			
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?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b):** It has been determined that the potential impacts on recreation caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on recreation. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*XVI. TRANSPORTATION/TRAFFIC*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X			
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e) Result in inadequate emergency access?	X			
f) Result in inadequate parking capacity?	X			
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e), f), g):** Based on existing and projected traffic volume levels along roadways, it has been determined that the potential traffic impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the seven environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from traffic. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

*XVII. UTILITIES AND SERVICE SYSTEMS*

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	X			
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	X			
e) 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?	X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e), f), g):** It has been determined that the potential impacts on recreation caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on recreation. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

*XVIII. MANDATORY FINDINGS OF SIGNIFICANCE*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a-c):** As described throughout the analysis above, the proposed project will not result in any changes to General Plan land use designations or zoning districts, would not result in annexation of land, and would not allow development in areas that are not already planned for development in the General Plan and Zoning Ordinance.

Based on existing and projected population and associated traffic volume levels along roadways in Placer County, it has been determined that the potential impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each environmental issue in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact relative to each topic. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

*REFERENCES*

Placer County Transportation Planning Agency (PCTPA). Placer County Regional Transportation Plan 2027. September 2005.

Placer County Transportation Planning Agency (PCTPA). Placer County Regional Transportation Plan 2027 Draft Supplemental Program Environmental Impact Report. May 2005.

Placer County Transportation Planning Agency (PCTPA). Placer County Regional Transportation Plan 2027 Final Supplemental Program Environmental Impact Report. September 2005.

Placer County Transportation Planning Agency (PCTPA). Placer County Regional Transportation Plan 2010-2035. September 2010.

Placer County Transportation Planning Agency (PCTPA). 2035 Regional Transportation Plan Draft Supplemental Environmental Impact Report. June 2010.

Placer County Transportation Planning Agency (PCTPA). 2035 Regional Transportation Plan Final Supplemental Environmental Impact Report. September 2010.