

DRAFT

**Placer Parkway Corridor Preservation
Tier 1 Environmental Impact Statement/
Program Environmental Impact Report
Volume II (Appendices)**

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**Prepared by
URS Corporation**

**In Association with
DKS Associates**

**for
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APPENDIX A
COMMENTS AND COORDINATION

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COMMENTS AND COORDINATION PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/PROGRAM EIR

1.0 INTRODUCTION

The Placer Parkway Corridor Preservation Tier 1 EIS/EIR development process includes an extensive outreach process. A 2½-year screening and public outreach program that involved local jurisdictions (the Technical Advisory Committee); regional, state, and federal agencies; stakeholder groups that included representatives from planning and public works departments of all affected cities and counties, environmental, business, agricultural, development, and homeowner interests (the Study Advisory Committee); and elected officials (the Policy Advisory Committee), resulted in the identification of the five potential corridor alignment alternatives analyzed in this Draft Tier 1 EIS/EIR, along with a No-Build Alternative. This appendix documents the process of coordination that has occurred to date, and together with the comments provided in Appendix B, provides an overview of the various outreach and public participation activities.

2.0 PUBLIC PARTICIPATION PROGRAM

The intent of the Public Participation Program is to ensure that community stakeholders, including community interest groups and the public, are aware of the project, and are involved and engaged in the planning process.

The Public Participation Program for the Placer Parkway Tier 1 EIS/EIR was designed to actively involve project stakeholders in the planning process. Its goal was to obtain input to develop a range of corridor alternatives to be considered in the Tier 1 EIS/EIR and to select a corridor for the future construction of Placer Parkway. Program objectives included:

- Addressing public and community interest group issues and concerns;
- Continuing ongoing stakeholder coordination; and
- Involving federal, state, regional, and local agencies.

3.0 PARTICIPANT GROUPS

The following participant groups were targeted in the public participation program.

3.1 PROPERTY OWNERS

The project team ensured that the property owners in the study area were informed about and involved in the planning and environmental review process. Placer County Transportation Planning Agency (PCTPA) developed a mailing list of property owners in the project study area from the Assessor's Offices of Placer, Sacramento, and Sutter counties. This list and subsequent updates were used for distributing meeting notices and newsletters, in addition to other methods for outreach, described below, to keep the property owners engaged and informed. Property owners in the study area (based on the assessor information and individual requests) were informed about public meetings and received project-related information at key project milestones.

3.2 KEY STAKEHOLDERS

The Placer Parkway Corridor Preservation Project is of interest to a wide range of key stakeholders, including business and industry, environmental, agricultural, neighborhoods, community, and special interest groups, public agencies, and local jurisdictions. A variety of methods were developed to engage these groups through interviews, meetings, and other outreach activities described in Chapter 4.

3.3 LOCAL, STATE, AND FEDERAL AGENCIES

Coordination for the Placer Parkway Corridor Preservation Project is being carried out with a number of public agencies and organizations, including:

- Federal Highway Administration (FHWA)
- California Department of Transportation (Caltrans)
- U.S. Army Corps of Engineers – Sacramento District
- U.S. Environmental Protection Agency – Region IX
- U.S. Fish and Wildlife Service
- California Department of Fish and Game
- Sacramento Area Council of Governments (SACOG)
- Natomas Basin Conservancy

3.4 LOCAL JURISDICTIONS

The following local jurisdictions were directly involved in the planning process:

- Placer County
- Sacramento County
- Sutter County
- City of Lincoln
- Town of Loomis
- City of Rocklin
- City of Roseville
- City of Sacramento

4.0 PUBLIC PARTICIPATION PROGRAM METHODS

4.1 COMMUNITY STAKEHOLDER INTERVIEWS

The project team conducted interviews with 30 community stakeholders between May and July 2003 to identify issues, concerns, and potential benefits regarding the proposed project. Interviewees included representatives from public agencies, businesses, the agricultural sector, environmental groups, and local government. Interviews were conducted in person or by telephone.

The identities of the interviewees are confidential. Copies of the questionnaires (without interviewee identification) are available for review at PCTPA, 299 Nevada Street, Auburn, California, 95603 (Telephone: 530.823.4030; email: pctpa@pctpa.org). A September 2003 summary report is posted on PCTPA's website.

The results of these interviews were organized into the following categories:

- Project purpose and goals
- Perceived benefits of the project

- General issues and concerns about the project
- Planning process

The interview results helped to focus subsequent public presentations and meetings with local jurisdictions and agencies. They were considered part of the public scoping process. In addition to the interviews, written and verbal scoping comments were received from the general public (at public meetings and through newsletters), from meetings with jurisdictions and agencies, from responses to the Notice of Intent/Notice of Preparation, and from the Technical Advisory, Study Advisory, and Policy Advisory Committees established for the project as discussed below.

4.2 ADVISORY COMMITTEES

Building on the public outreach programs for the Placer Parkway Interconnect Study Conceptual Plan and the 2001 Project Study Report for Placer Parkway (both prepared by DKS Associates), the project re-established the advisory committees program. In May 2003, the SPRTA Board approved the membership structure for the project's Study Advisory Committee and the Policy Advisory Committee. The membership for the Technical Advisory Committee included staff representatives from local jurisdictions and regional, state, and federal agencies. The purpose and role of each advisory committee are described below.

4.2.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) was established to advise and assist PCTPA and its consultants with the technical aspects of the project. Membership of the TAC consisted of staff representatives from local jurisdictions and regional, state, and federal agencies. TAC representatives provided knowledge of environmental resources, planning, and transportation.

The role of the TAC was to provide non-binding recommendations to PCTPA and consultants on the following areas:

- Identifying local jurisdiction's or agency's concerns, issues, and preferences;
- Identifying and analyzing alternatives;
- Characterizing existing and future conditions with and without the project;
- Assessing the environmental impact of the proposed project;
- Complying with FHWA and Caltrans requirements for a Tier EIS/EIR; and
- Additional technical matters that arose during the planning process.

The TAC met eight times from May 2003 to August 2005. Meeting agendas and minutes are available via PCTPA.

4.2.2 Study Advisory Committee

A Study Advisory Committee (SAC) was established to assist in the identification of project issues and solutions. Representatives from the following key community interest groups were invited to be members of the SAC:

- Staff representatives from all local jurisdictions in the study area, including Placer County, Sacramento County, Sutter County, and the cities of Lincoln, Loomis, Rocklin, and Roseville.
- Staff representatives from regional, state, and federal agencies such as Sacramento Area Council of Governments (SACOG), Placer County Air Pollution Control District, the California Department of Transportation (Caltrans), California Department of Fish and

Game, Federal Highway Administration, U.S. Fish and Wildlife Service, and the U.S. Environmental Protection Agency.

- Representatives from environmental and neighborhood groups such as the Environmental Council of Sacramento, the Agricultural Commissions from Placer and Sutter counties, the Roseville Coalition of Neighborhood Associations, the Sun City Roseville Homeowners Association, the Lincoln Municipal Advisory Council, the West Placer Metropolitan Advisory Council (MAC), the Sierra Club, the Friends of Placer County Communities.
- Representatives from business and industry groups including the Building Industry Association, area developers (such as West Roseville Specific Plan, Placer Ranch Specific Plan, KT Development) and several Chambers of Commerce.

The SAC provided a high level of communication between PCTPA and community, environmental, agricultural, development, and other interest groups, in addition to public agencies and local jurisdictions. Each stakeholder organization or group designated a representative to the SAC. As specific issues were raised, interested individuals and those with special interests in the project were invited to attend SAC meetings. A SAC goal was to be as inclusive as possible, while keeping a balance of interests so that no one group dominated the process.

The role of the SAC was to:

- Represent the concerns, issues, and preferences of community interest groups and public agencies.
- Provide nonbinding recommendations to PCTPA's staff and consultants on project issues and concerns.
- Accurately convey project information to their constituencies.

The SAC met six times from June 2003 to August 2005. For meeting agendas and minutes from SAC meetings, see Attachment A1.

4.2.3 Policy Advisory Committee

A Policy Advisory Committee (PAC) was established to provide advice and assistance in identifying project issues and solutions. Membership of the PAC consisted of:

- Placer County (2 elected officials)
- Sacramento County (1 elected official)
- Sutter County (2 elected officials)
- City of Lincoln (1 elected official)
- City of Rocklin (1 elected official)
- City of Roseville (1 elected official)
- Placer County Executive Officer (ex officio)
- Sutter County Chief Administrative Officer (ex officio)
- Caltrans District 3 District Director (ex officio)

The role of the PAC was to provide two-way communications with elected officials from jurisdictions directly affected by the proposed project. The PAC's primary role was to provide the technical staff with policy recommendations related to the needs of various jurisdictions in the project study area. The PAC provided policy guidance and recommendations in the following areas:

- Issues of concern to the public, political jurisdictions, and government agencies,
- Project alternatives,
- Characterizing existing and future conditions with and without the project,
- Assessing of environmental impacts from the Parkway, and
- Complying with FHWA and Caltrans requirements for a Tier 1 EIS/EIR.

PAC members received meeting notice and information via email and regular mail. Meeting notices were emailed to any member of the public who requested the notice. The meeting notices were included in status reports to PCTPA/SPRTA Boards and on the website. Notices were faxed to the following:

- Placer County: Placer County Clerk of the Board, Placer County Library – Auburn, Roseville Library, and City/Town Halls of Lincoln, Loomis, Rocklin, and Roseville
- Sacramento County: Sacramento County Clerk of the Board and Sacramento County Library – Sacramento – Main
- Sutter County: Sutter County Clerk of the Board and Sutter County Library – Yuba City – Main

The PAC met four times from September 2003 to August 2005. For meeting agendas and minutes from PAC meetings, see Attachment A2.

4.3 PROJECT DEVELOPMENT TEAM

A Project Development Team (PDT) functioned as the steering group to provide input on the course of project studies, monitor project progress, and to solve problems. The PDT was initially made up of representatives of the National Environmental Policy Act (NEPA) lead agency (FHWA), Caltrans, the California Environmental Quality Act (CEQA) lead agency, SPRTA as represented by PCTPA, Sutter County, and the consultant team preparing the Tier 1 EIS/EIR (URS Corporation, DKS Associates, Mara Feeney & Associates, others as required).

By November 2005, most regular TAC meetings were completed, and a representative from each of the local jurisdictions was invited to attend the PDT meetings for continued involvement and input as the project progressed through completion of technical studies and Tier 1 EIS/EIR coordination.

The PDT met 16 times from September 23, 2003 through September 21, 2006, and will continue to meet throughout the duration of the project.

The PDT addressed several major project issues such as:

- NEPA and CEQA requirements and review process
- Goal and policy clarifications
- Modified NEPA/404 process
- Indirect/cumulative impact assessment including growth inducement

For a summary of agenda topics and key decisions, see Attachment A3. PDT meeting minutes are on file at PCTPA's offices in Auburn, California.

4.4 MODIFIED NEPA/404 PROCESS

The goal of the modified NEPA/404 process undertaken for the Placer Parkway Tier 1 EIS/EIR process was to ensure that Tier 1 decisions reflect careful consideration of the 404(b)(1) Guidelines (40 CFR 230), which are binding, substantive regulations implementing the Clean Water Act. Federal Highway Administration, Caltrans, PCTPA, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency agreed to engage in a modified NEPA/404A federal coordination process, based on the

NEPA/404 process set forth in the 1993 Memorandum of Understanding between federal agencies¹, modified for Tier 1 to reflect decisions made at Tier 1, and to anticipate the permit application requirements at Tier 2.

The modified process for Tier 1 commits the agencies to seek concurrence on five points:

1. Purpose and Need
2. Criteria for Selecting the Range of Alternatives
3. Range of Alternatives
4. Alternative(s) Most Likely to Contain the Least Environmentally Damaging Practicable Alternative (LEDPA)
5. Mitigation Framework

Three years of working through this process has resulted in concurrence on the Purpose and Need, the Criteria for Selecting the Range of Alternatives, and the Range of Alternatives evaluated in this Draft Tier 1 EIS/EIR. Formal requests for concurrence were made by the Federal Highway Administration (acting on its own behalf, Caltrans, and PCTPA acting on behalf of SPRTA), and concurrence letters were received from the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency.

Sixteen meetings have been held to date.

For a summary of agenda topics and key decisions, see Attachment A4.

5.0 PUBLIC NOTICE TO PREPARE A TIER 1 EIS/PROGRAM EIR AND PUBLIC SCOPING MEETINGS

On September 18, 2003, Notice of Intent was published in the Federal Register and a Notice of Preparation was submitted to the State Clearinghouse. These documents described the proposed project and solicited agency and public comment on the scope and content of the EIS/EIR. Copies of these documents were mailed to 58 federal, state, and local agencies. Twenty comment letters were received and are included in Appendix B of this Draft Tier 1 EIS/EIR. The lead agencies considered these comments when determining the appropriate information to include in the Draft EIS/EIR.

In October 2003, the Placer County Transportation Planning Agency held two scoping meetings (one in Placer County and one in Sutter County) as part of its comprehensive public participation program (see Section 6.0 below). The purpose of the meetings was to provide an opportunity for community members, community interest groups, and public agencies to provide input on the overall scope and content of the Tier 1 EIS/EIR. These meetings were the first in a series of three rounds of public meetings planned throughout the project. Spoken comments at the meetings as well as written comments were received and recorded and are also included in Appendix B of this Draft Tier 1 EIS/EIR. An October 2003 Scoping Meetings and Scoping Process Summary Report is available at PCTPA. A copy is posted on PCTPA's website.

5.1 NOTICES

Informational notices (Attachment A5) for both meetings were mailed to community members in the project study area, including businesses, community leaders, agency staff, environmental groups, project advisory committee members, local elected officials, property owners, and the general public. More than 1,300 notices were mailed.

1. Signed by Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Transportation, Arizona Department of Transportation, Nevada Department of Transportation (1993).

5.2 NEWSPAPER DISPLAY ADVERTISEMENTS

Print advertisements (Attachment A6) were placed in the following newspapers to provide additional information and publicity for the meetings:

- Appeal Democrat (Sutter County)
- Lincoln News Messenger, Placer Herald and Roseville Press-Tribune (Placer County)
- Sacramento Bee (Sacramento County)

5.3 PRESS RELEASES

A press release (Attachment A7) was distributed to local media outlets (radio, television, and newspapers) in Placer, Sutter, and Sacramento counties, providing an overview of the project and information on the scoping meetings. Media outlets contacted are listed below:

Print Outlets

- Auburn Journal
- Lincoln News Messenger
- Colfax Record
- Loomis News
- Placer Herald
- Roseville Press Tribune
- Sierra Heritage
- Tahoe Bonanza
- Tahoe World
- Sacramento Bee

News and Business Journals

- Sacramento Business Journal
- Sacramento News and Review

Radio and Television Outlets

- KAH1 Radio
- KCRA-TV
- KOVR-Channel 13
- KXTV-TV

6.0 SCOPING MEETINGS

The public scoping meetings were held on Monday, October 6, 2003, at the Maidu Community Center in Roseville, from 4:00 to 8:00 p.m., and Thursday, October 9, 2003, at the Pleasant Grove School, from 4:00 to 8:00 p.m. Approximately 25 people attended the Roseville meeting and approximately 100 people attended the Pleasant Grove meeting.

Meeting handouts included an information guide, comment sheet, project newsletters (Attachment A8), corridor maps, fact sheet (Attachment A9), basic project information, and project schedule. Both meetings had an open house format with a series of stations where participants could obtain information about the project and provide feedback. Project team members staffed the stations to answer questions

and provide additional information to meeting participants. Three times during the open house, the project team made a brief presentation on the project, using the same information for each presentation.

The presentations provided information on project background, purpose, need, schedule and environmental process. A stenographer was present at both meetings to record comments from the participants.

Information and display boards were organized in the following categories:

- *Planning Approach* – provided information on the environmental review process.
- *Work Program and Project Schedule* – included information on the project scope and timeline.
- *Natural Environment* – included maps of the study area and natural resource elements.
- *Human Environment* – included maps of the study area and human and social elements.
- *Corridor Alternatives* – included the three concept alignments (north, central, and south) identified in the Project Study Report (PSR) and a blank map of the study area: “Other Corridor Alternatives.” Participants were provided a copy of this map to identify additional potential alignments.
- *Do You Live or Work in the Study Area* – included a map of existing parcels, farms, businesses, and residences in the project study area. Participants were provided a handout of this map to allow them to identify where they lived or worked in the project study area and to list potential impacts.
- *How to Stay Involved* – provided information on how to stay involved and informed about the project.
- *For the Record* – staffed by a certified stenographer to record verbal comments.

Scoping meeting comments were organized in the following categories:

- Corridor Alignments
- Community Impacts
- Environmental Impacts
- Land Use Impacts
- Agricultural Impacts
- Funding
- Traffic Analysis

The project team followed up on a number of issues that were raised at the public scoping meetings, including:

- *Meeting format.* For subsequent public meetings, changed the “open house” format to a more traditional presentation and question/answer session.
- *Farmland map.* No resource maps identified “working” farm operations. A map was developed with advice from the Placer and Sutter County Agricultural Commissioners to identify farming operations in the study area.

- *Power lines map.* No resource maps identified existing or proposed power lines in the project area. A map was developed to identify these existing and proposed facilities.
- *Policy review.* Several concerns were shared on existing project policies related to Central Segment access and the corridor's no-development buffer. These policy issues were reviewed with each advisory committee. Each re-affirmed the need for these policies.
- *Project area expansion.* Based on scoping input, the project area was expanded from an area north of Baseline/Riego Road to the south of the roadway.
- *Notice list.* The notice area was enlarged to include abutting areas outside of the project area, including Amoruso Acres.

In addition to comments received at these meetings, letters in response to the Notice of Intent and Notice of Preparation were received from agencies, jurisdictions, and members of the public. These letters were considered in the lead agency's determination of the appropriate scope and content of the Draft Tier 1 EIS/EIR, and will be included in that document's appendices.

7.0 PUBLIC MEETINGS

In August 2004, PCTPA held two public meetings (one in Placer County and one in Sutter County) as part of its comprehensive community outreach program. The purpose of the meetings was to obtain feedback from area residents and other community members on four potential corridor alignment alternatives being considered for evaluation in the Tier 1 EIS/EIR. These meetings were the second in a series of three rounds of public meetings planned throughout the project. An August 2004 Public Meetings Summary Report (Moore Iacofano Goltsman [MIG], 2004) is available at PCTPA. A copy is posted on PCTPA's website.

7.1 PUBLICITY AND NOTICING

7.1.1 Newsletter

The July 2004 newsletter, which included a meeting notice, was mailed in early August 2004 to property owners (within and just outside the study area), interested community organizations, public agencies, and individuals to inform them about the public meeting. More than 1,700 newsletters were mailed.

Newsletters were mailed to the following local governments and agencies:

- Lincoln City, Loomis Town, Rocklin City, Roseville City, and Sacramento City Council
- Placer, Sacramento, and Placer County Board of Supervisors
- SACOG Board of Directors

Newsletters were sent to the following agencies:

- City of Lincoln and Rocklin Community Development Departments
- City of Roseville Planning and Redevelopment
- County of Placer Planning Department
- County of Sacramento Planning and Community Development Department
- County of Sutter Community Services Department

Newsletters were delivered to the following organizations/businesses:

- Pleasant Grove School (300 copies)
- Riego Market (300 copies)
- Sun City Community Center, Roseville (500 copies)

7.1.2 Newspaper Display Advertisements

Print ads were placed in the following newspapers to provide additional publicity for the meetings:

- Wednesday, August 11, 2004:
 - Lincoln News Messenger
 - Placer Herald
 - Roseville Tribune
- Sunday, August 15, 2004:
 - Appeal-Democrat
 - Auburn Journal
 - Sacramento Bee

The public meetings were held on Monday, August 23, 2004, at the Roseville Corporation Yard, from 6:00 to 8:00 p.m., and Thursday, August 26, 2004, at the Pleasant Grove School, from 6:00 to 8:00 p.m. Approximately 35 people attended the Roseville meeting and 120 people attended the Pleasant Grove meeting.

Meeting materials included an agenda, list of Advisory Committee members, speaker card, comment sheet, and a map with alignment alternatives for the Placer Parkway.

Both meetings began with an open house period where participants reviewed information displayed on boards and asked questions. The project team made a presentation on the work program, project schedule, technical analysis, outreach, the corridor alignment alternatives, and status of the project (see Attachment A10).

The presentation was followed by a discussion of issues and concerns. The meeting then returned to an open house format, which provided an additional opportunity for participants to interact with project team members. Comments from these meetings were summarized in the following categories:

- Planning Process
- Corridor Alignment
- Community Impacts
- Environmental; Impacts
- Agricultural Impacts
- Funding
- Traffic and Access
- Property Acquisition

The meetings are summarized in PCTPA's August 2004 Public Meetings Summary Report (MIG, 2004), which contains meeting comments for both meetings. Followup work by the project team included distributing CDs with resource mapping, right-of-way acquisition process, and subsequent meetings with concerned property owners.

7.1.3 Board Action and Review

As part of publicly noticed meetings, the various boards considered the following project issues:

PCTPA Board

- October 23, 2002 Re-Affirmed PSR's Concept Corridor Alignment Alternatives
- December 4, 2002 Authorized Staff to Negotiate and Award the Consultant Contract

SPRTA Board

- February 26, 2003 Memorandum of Understanding with PCTPA on Funding and Lead Agency
- May 28, 2003 Study and Policy Advisory Committee Membership and Direction
- February 28, 2004 Project Update Presentation
- March 1, 2005 Range of Reasonable Alternatives
- April 6, 2005 Funding for New Alignments Screening
- May 25, 2005 Toll Road Concept Feasibility Study Contract
- September 28, 2005 Corridor Alignment Alternatives Selection
- December 7, 2005 Placer County Conservation Plan – Planning Agreement and Allocation

Sutter County Board of Supervisors

- November 30, 2004 Study Session – Potential Corridor Alignment Alternatives

Project status reports have also been provided to the PCTPA and SPRTA Boards on an almost monthly basis since 2003. These are included in board meeting agenda packets, which are posted on PCTPA's website.

The status reports have also been mailed to the Sutter County Board of Supervisors. They have been mailed to the city managers of Lincoln, Rocklin, and Roseville, as well as to the county administrators of Placer and Sacramento counties.

8.0 PROJECT WEBSITE

A website (www.pctpa.org/placerparkway/index.htm) provided relevant information on project background, the project description, corridor alignment alternatives, the environmental review process, funding, key milestones of the planning process, a project library with posted project documents, and public meeting dates and materials. The website was linked to PCTPA's existing website. The project website will remain active through the duration of the planning process. Members of the public were able to access information on the website and learn how to stay involved.

The project website expanded outreach and provided an alternative means for dissemination of project related information (see Attachment A11 for selected pages from the website).

9.0 OUTREACH MATERIALS

In 2003, the project team developed a fact sheet with key project information for distribution to members of the public. The team also developed three newsletters to keep vicinity property owners as well as interested agencies, organizations, and individuals informed about the project and to solicit comments/questions.

The first two newsletters were developed to coincide with the 2003 scoping and the 2004 public meetings. A third newsletter, in August 2005, provided information on two additional corridor alignment alternatives being considered. The SPRTA Board directed that these two be screened for potential inclusion in the range of reasonable alternatives. The newsletter also provided notice of the September 28, 2005 SPRTA Board meeting to determine the alternatives to be evaluated in the Tier 1 EIS/Program EIR. The newsletters and fact sheet are included in Attachments A8 and A9.

A newsletter mailing list was developed based on the county assessor's property owner information described above. This mailing list was updated based on new assessors' information as well as requests to be added based on public response to newspaper articles, public notices/meetings, website inquiries, etc.

10.0 PUBLIC HEARINGS

PCTPA will hold public hearings in summer 2007 to obtain public comments on the Draft Tier 1 Environmental Impact Statement/Program Environmental Impact Report. The public meetings will be held at two locations, one each in Placer and Sutter counties. The project website will post updates on meeting dates and locations. Notices for these hearings will be distributed in a variety of ways, including newspapers, Federal Register, news release, newsletter, and website.

11.0 PROJECT STATUS REPORTS

Regular Project Status Reports were prepared and submitted to the PCTPA and SPRTA Boards of Directors, with copies to the Sutter County Board of Supervisors. These documents provided information on progress of the project, issues, and major decisions.

12.0 OTHER MEETINGS WITH INDIVIDUALS, AGENCIES AND COMMUNITY MEMBERS

In addition to Advisory Committee meetings, Project Team Development (PDT) meetings, and modified NEPA/404 meetings conducted with federal resource agencies, PCTPA staff and consultants also met with individuals, agencies and community members for project updates, coordination, and input. A list of such meetings is included in Attachment A12.

Attachment A1
Study Advisory Committee (SAC) Meeting Summaries



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items

Final 11.03.03

Meeting Description: Placer Parkway Corridor Preservation – Study Advisory Committee Meeting #1
Meeting Date: June 27, 2003
Minutes Date: October 10, 2003
Location: City of Roseville Corporation Yard

Persons Attending			
Name	Affiliation	Name	Affiliation
Wendy Gerig	Roseville Chamber of Commerce	Tom Christofk	Placer County Air Pollution Control District
Joseph Cruz	Sacramento Metro Area Chamber of Commerce	Tom Brinkman	Placer County, Public Works
Jack Wallace	Roseville Coalition of Neighborhood Assoc.	George Musallam	Sutter County, Public Works
Joan Powell	Sun City Roseville Homeowners Assoc.	Steve Healow	FHWA, Engineering and Environmental
George Alves	Rural Lincoln Municipal Advisory Committee	Steve Propst	Caltrans, Local Assistance
Loren Clark	Placer County, Planning and Placer Legacy HCP/NCCP	Pat McAchren	Caltrans, Environmental
Jeff Finn	California Department of Fish and Game	Scott Sauer	Caltrans, Planning
Alan Green	Sierra Club, Placer County	Celia McAdam	PCTPA, Executive Director
Julie Hanson	KT Development	Stan Tidman	PCTPA, Project Manager
Jack Ritchie	South Sutter County Specific Plan	Ken Van Velsor	Environmental Consultant
John Tallman	Proposed West Roseville Specific Plan	Denise Heick	URS, Project Manager
Eric Bryant	Proposed Placer Ranch Specific Plan	Fritts Golden	URS, Environmental
Jeff Clark	Sacramento County, Public Works	John Long	DKS Associates, Traffic
Ken Hough	SACOG, Planning	Daniel Iacofano	MIG, Inc., Public Outreach
		Vikrant Sood	MIG, Inc., Public Outreach
Minutes			

I. INTRODUCTION

The first Study Advisory Committee (SAC) meeting was held on June 27th, 2003 at the City of Roseville Corporation Yard. The purpose of this meeting was to initiate the SAC for the Tier 1 EIS/EIR for the Placer Parkway Corridor Preservation Project.

Celia McAdam, PCTPA’s Executive Director, welcomed the SAC members and provided an overview of the meeting’s purpose. This overview included the need for the SAC – to provide information and feedback to PCTPA’s staff and consultant team and to represent their organization’s views on the project. Each SAC member was asked to introduce themselves and their affiliation. The PCTPA and URS consultant team introduced themselves and their roles. Meeting facilitator Daniel Iacofano (MIG – URS sub-consultant in charge of public outreach) provided an overview of the planning process, meeting purpose and agenda for the meeting. The following handouts were distributed to the SAC at the sign-in table:

- Fact Sheet
- Tier 1 EIS/EIR Project Milestone Schedule

- Study Advisory Committee Charter
- Concept Alignments from the 2001 Project Study Report (PSR) -map
- Conceptual Plan

Stan Tidman, Project Manager for PCTPA, Denise Heick, Project Manager for URS Corporation (URS), and D. Iacofano presented information on the following topics, followed by a facilitated discussion:

- Project Background
- SAC Membership and Role
- Study Goals
- Work Plan Approach
- Opportunities for Input

II. PROJECT BACKGROUND

S. Tidman familiarized the SAC with the project need, purpose, history, and potential issues/impacts.

Overview

Placer Parkway is a multi-modal, high priority regional transportation project that will connect rapidly growing western Placer County with Sutter County industrial development and the airport to the west. It will link State Route 65 with State Route 70/99, with interchanges at either end. There are three (3) segments of the project: western (SR 70/99 to county line), central (county line to Fiddymment Road), and eastern (Fiddymment Road to SR 65) segments. The project is estimated, based on preliminary planning studies, to cost approximately \$200-300 million. Funding is not anticipated until 2015 or later. At this point, the project is to locate, preserve, and acquire a corridor for the future Parkway.

Need

The project is needed because of growth -- this area is one of the fastest growing areas in the state. SACOG's 2000 population and employment projections for 2025 suggest a near doubling of numbers. In addition, there are a number of pending or anticipated urban developments proposed in or around the project area, which if approved would increase traffic and lead to greater congestion. These trends are likely to have potential environmental and economic impacts on the region.

Purpose

The purpose of this project is to be a connector. It would improve access to jobs and accommodate growth, maximize mobility, avoid inducing urban growth, minimize environmental impacts, and reduce impacts on local streets.

History

There have been two preliminary planning efforts:

- 1) A Conceptual Plan completed in 2000 - It established a public participation program (PAC/TAC/SAC) and defined the scope, preliminary policy, guidelines, and funding possibilities for the Placer Parkway project.
- 2) A Project Study Report (PSR) completed in 2001 - It identified preliminary engineering and environmental issues, clarified policy direction, and identified and evaluated alignment alternatives. Several policies were outlined, including the concept of a controlled access facility, preservation of the study area's rural character, identification of no- development buffers, and no access to the Parkway from Pleasant Grove Road to Fiddymment Road. The PSR was a key document for programming purposes and for environmental funding.

The Conceptual Study and the PSR were both adopted by PCTPA and SACOG boards.

Issues

Several key issues were identified that the study must address along with potential solutions. Key issues include concerns that the Parkway and pending development proposals for the area are on different completion timelines. The Placer Parkway Tier 1 EIS/EIR will likely be on a much slower timeline than this pending development. It is unclear how the two will relate. The consultant team has worked with local agency staff and encouraged them to show at least one feasible Parkway corridor in each development proposal.

Alan Green of the Sierra Club expressed concern that a recommended alignment was shown in the Placer County General Plan. It was clarified that a recommended alignment was shown in the PSR for programming purposes only. The central segment alignment is depicted as a general planning line in Placer County's General Plan. It was emphasized that no corridor alignment has been or can be selected until this environmental review is completed.

Both S. Tidman and D. Heck clarified that the Tier 1 process is a broad-brush environmental review process to identify a corridor that can be acquired to preserve future right-of-way. The purpose of a Tier 1 analysis is not at a project- or construction-level of detail.

A. Green also referred to identification of Parkway buffers in the PSR. He asked whether the potential Watt Ave. extension would be required to have the same buffer criteria. Ken Hough of SACOG reminded the group that the Policy Advisory Committee (PAC) had decided it should have the same characteristics – but concluded it would be a future consideration. C. McAdam and S. Tidman acknowledged that Watt Avenue is a complex issue. As part of the Placer Parkway corridor preservation environmental review, impacts would be evaluated 'with' and 'without' a Watt Ave. connection. C. McAdam indicated that no decision on the extension had been made yet. Steve Propst, Caltrans, said that during the PSR process, the potential for a Watt Ave. extension was separated from the Parkway project. The decision about whether or not to extend Watt Avenue is not a part of the Placer Parkway project.

A. Green said that some of the potential urban development projects were moving ahead. This project needed to be aware of them.

III. SAC MEMBERSHIP AND ROLE

D. Iacofano provided an overview of the SAC membership, duties, responsibilities, and meeting procedures. Membership includes representation from local jurisdictions, regional/state/federal agencies, environmental and neighborhood groups, and business and industry groups.

Duties encompass identifying concerns, issues and preferences, providing non-binding recommendation and advice to PCTPA, and accurately representing the project and its activities to respective constituents. Responsibilities include attendance at SAC meetings, active participation, responsiveness, and advocacy of the interests of respective agencies or jurisdictions at the meetings. He encouraged questions and input anytime during the meeting.

IV. STUDY GOALS

D. Heck identified the project's three goals:

- 1) Identify corridor alternatives that would meet the project's purpose and need as well as being mindful of the need for a future LEDPA determination (Least Environmental Damaging Practicable Alternative) for federal permits prior to construction.
- 2) Identify a preferred corridor via a Tier 1 EIS/EIR.
- 3) Complete a Record of Decision (ROD) and certify the EIR, which will allow for corridor preservation and/or acquisition.

Subsequently, Tier 2 environmental review will be undertaken when funding becomes available for design and construction. The Tier 2 process will evaluate a range of alternative alignments and features within the selected corridor.

Loren Clark, representing Placer County Planning Department and the Placer Legacy HCP/NCCP, inquired whether the project would consider entitlements or land dedications. He also asked if land acquisition would happen before the certification process is complete. D. Heick acknowledged the project would try to take advantage of entitlements. But, the lead agencies would not have authority to acquire land prior to completion of the certification process.

V. WORK PLAN APPROACH

D. Heick said the consultant team and PCTPA are working with FHWA and Caltrans to continue to identify appropriate guidelines to complete the work. The work plan approach includes two main phases:

- (1) Identify Alternatives for the Tier 1 EIS/EIR analysis. Screening and evaluation of the PSR's concept alternatives would be completed to identify any fatal flaws. Other corridor alternatives would then be identified and screened. This would consist of modifying PSR concept alternatives or developing entirely new ones.
- (2) Prepare and complete the EIS/EIR.

Schedule and Key Milestones

D. Heick provided an overview of the schedule and key milestones, emphasizing the critical role of the advisory committees in the beginning of the process, allowing for maximum consultation and input before key decisions are made.

- | | |
|--|----------------|
| • Screen PSR Alternatives ('fatal flaw') | End of 2003 |
| • Identify/Screen Other Alternatives | February 2004 |
| • Identify Final Alternatives | May 2004 |
| • Draft EIS/EIR for Public Review | September 2005 |
| • Final EIS/EIR | End of 2006 |

L. Clark inquired whether the consultant team is budgeted to fill data gaps. D. Heick clarified that the team is budgeted to collect data necessary for the purpose of Tier 1 analysis. Since most of the study area is covered by Habitat Conservation Plans or pending Specific Plans, there are only a few apparent data gaps, such as parts of the northwest portion of the study area. The data will be analyzed in GIS and will also be available for future Tier 2 analysis. D. Heick encouraged the SAC to share available environmental data for specific projects with the consultant team. There was an inquiry as to whether the available data is seasonal. D. Heick said the team is getting metadata for each GIS data layer to track sources, dates, and other data attributes, and that the aerial maps include a set taken in fall and a set taken in April.

Pat McAchren, Caltrans Environmental Division, commented that the advisory committee meetings seemed to be clustered in the project's earliest phase. D. Heick said these meetings were planned that way to ensure issues were identified and discussed before early consultation was completed and before decisions were finalized. She said that additional PAC/TAC/SAC meetings are built into the administrative review process as a final screening point before moving to the next stage. P. McAchren suggested getting advisory committee input on the Administrative DEIR.

Tier 1 Process

D. Heick reminded the SAC that the Tier 1 process is not well understood by the general public. Few have been prepared in California. The Tier 1 process will not result in an identified roadway alignment. It will only identify a corridor within which an alignment will be designed and constructed at a later stage. There are some guidelines for preparation of Tier 1 or programmatic environmental documents available from FHWA, Caltrans and CEQA. These guidelines emphasize regional impacts. She emphasized it is important to remember that the outcome of this Tier 1 process will be different (less detail) than a project-level EIS/EIR document.

D. Heick explained that the process would focus on relative differences among corridor alternatives (broad area and general level of detail) and broad issues (general location, mode choice, and regional, indirect, and cumulative impacts). The process will identify mitigation strategies that would be applied to the Tier 2 environmental process.

A. Green inquired about whether the Tier 1 process would identify “fatal flaws.” D. Heick answered, it would. Data collection information and mapping would be provided at the next SAC meeting. She reminded the SAC that identification of fatal flaws will focus on corridor-level analyses.

Eric Bryant, representing the proposed Placer Ranch Specific Plan, asked about the corridor’s width in the central segment. D. Heick said it was identified as a 1,000-foot-wide corridor in the Project Study Report. Land within the corridor would be acquired to preserve it for the future transportation facility and to minimize impacts on agricultural land and/or adjacent resources.

Alternatives Development and Screening

D. Heick informed the SAC that the traffic model was being updated to help develop screening criteria for evaluating the PSR alternatives. Transportation screening will be segment-based, and will consider three (3) scenarios:

- 1) No Project (existing)
- 2) Year 2025/2030 (based on SACOG’s 2025 Metropolitan Transportation Plan)
- 3) an “extended” future scenario (the MTP plus pending/anticipated urban development proposals)

L. Clark asked if the third scenario would be a horizon-based or land use-based forecast. D. Heick said it would be more land use-based, with additional criteria being developed by the TAC.

A. Green commented about a serious fuel shortage by 2030. He asked if this shortage would be included as part of the scenarios. D. Heick responded that the alternatives analysis would include mode choice. A. Green suggested using the shortage as an assumption.

All assumptions made in developing the forecasts will be available to the SAC for review. She clarified that there were no hard lines drawn for PSR alternatives at this time. The identification of a preferred corridor with a defined width will be the outcome of the Tier 1 process.

Environmental screening is currently anticipated to involve analyses of the following issues:

- Existing/Planned Land Uses
- Williamson Act Contracts/Important Farmlands
- Community Disruption/Displacement/Relocation
- Recreation Lands
- Cultural/Native American Resources
- Biological/Wetland Resources
- Hazardous Materials/Waste
- Floodplain/Hydrology
- Soils
- Potential for Growth Inducement

A. Green asked about the species that data were being collected on. D. Heick said that information was being collected on special status species. A. Green suggested that migratory birds also be studied, since they were protected even if they did not have special status. D. Heick agreed, and indicated that the project could also help to further the goals of the Placer Legacy and Natomas Basin HCPs. She said data collection and mapping efforts were ongoing.

D. Heick finished this discussion by identifying that the boundary for the transportation model extends beyond the study area to more accurately reflect traffic impacts. The PSR's conceptual alternatives will first undergo environmental impact review and then transportation screening. Any new alternatives identified will first undergo transportation screening and then environmental review.

VI. OPPORTUNITIES FOR INPUT

D. Iacofano informed the SAC that opportunities for input are built into the process through PAC/TAC/SAC meetings, public workshops at key milestones, "stakeholder" interviews, and through the formal environmental review process. The advisory committees and stakeholder interviews were helping to identify key issues early in the process. Additional opportunities for information and input will be available through the project web site and newsletter, scheduled for distribution by Fall 2003.

VII. ISSUES AND DESIRED OUTCOMES

D. Iacofano invited the SAC members to identify issues and desired outcomes related to the Placer Parkway project. The following comments were made during this discussion:

- Tom Christofk, Placer County Air Pollution control District, suggested comparing air quality impacts for the no-build alternative vs. the other alternatives.
- Eric Bryant, Placer Ranch Specific Plan, said all of the PSR corridors crossed his project development. He suggested greater coordination between proposed development and the Placer Parkway project.
- Ken Hough, SACOG, mentioned that this project has been a regional priority for SACOG for the past five years. He said that the open space buffer is a big issue. He suggested studying the draft working paper on the Dixon/Vacaville greenbelt. These cities have purchased land along the greenbelt corridor and leased them back to farmers.
- P. McAchren, Caltrans, stated that The American Farmland Trust (AFT) in Davis runs a program to promote protection of agricultural land. He suggested reviewing the Oakdale/Riverbank Open Space Plan.
- Steve Propst, Caltrans, mentioned that this project would benefit the region by relieving traffic congestion. Caltrans wants to see a good transportation project result from this process, one that meets the needs of all stakeholders. He expects a good quality document focused on long-term planning that will identify a corridor for preservation. He said that a Tier 1 process can be a good prototype for Caltrans, and believes it is the wave of the future.
- Julie Hansen, KT Development, represents a central segment landowner that just submitted a recent development application to Placer County. She is mindful of the Placer Parkway project, and commented that coordination between development proposals and the Placer Parkway project is desirable.
- L. Clark, Placer Legacy, reminded the SAC of the Lincoln By-pass project (SR 65) and controversy over the LEDPA for that project. He suggested addressing each alternative's growth inducing and cumulative impacts early in the process, since these issues are relevant to the identification of a LEDPA alternative. It is important to understand these issues early to try and avoid problems later.
- A. Green, Sierra Club, emphasized the need to preserve as much open space as possible, particularly vernal pools and other irreplaceable resources, but also bird habitat. He said this vicinity was a part of the third largest migratory bird/raptor habitat in the country even with working farms in the area. In terms of data, he suggested contacting the Audubon Society. He said that he is not opposed to some kind of a connector; but the project had to consider the LEDPA process. L. Clark noted a Christmas bird survey conducted by the Audubon Society. Jones & Stokes (consulting firm) is completing a wintering bird survey.
- Jeff Finn, California Department of Fish and Game, expressed the need to acquire land beyond the immediate corridor, for protection and preservation - as mitigation. He advised that identification and protection of mitigation lands as part of the Tier 1 process would be helpful. He said that restoration identified as mitigation should be performed before the project is constructed – before the "take". Fritts Golden, URS, pointed out that Federal and State agencies have to reach consensus about locations for mitigation. L. Clark reminded the SAC that a Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) for Placer Parkway is being prepared, and that a conservation strategy will be developed by Fall 2003.

- Rob Jensen, City of Roseville Public Works, expressed concerns about increasing traffic and congestion on local streets in the City of Roseville due to growth in the region. He said that there was less traffic benefit the further north the Parkway is located. The Parkway would be an opportunity to ‘funnel’ traffic away from the city.
- Jack Wallace, Roseville Coalition of Neighborhood Associations, supports establishment of the Parkway. He said it would reduce congestion and air quality concerns. However, he was concerned about long-term growth inducement. He said the Parkway would allow for more development. There is a lack of regional cooperation to deal with growth issues.
- George Alves, Rural Lincoln MAC, said he had never been involved in a discussion about the Placer Parkway. He was eager to take back this information to the MAC for information and feedback.
- Joseph Cruz, Sacramento Metro Area Chamber of Commerce, identified several economic benefits of the Parkway such as moving goods, positively impacting job growth in Sacramento and around the airport, improving the quality of life, as well as safety (moving traffic off local roads).
- Joan Powell, Sun City Roseville Homeowners Association, suggested that improved public transit is a concern. There seems to be a lot of attention paid to environmental issues but not very much to transit.

VIII. NEXT STEPS

D. Iacofano concluded the meeting and announced the following next steps:

- PCTPA and consultants will consider input from TAC/SAC,
- Complete the traffic model
- Gather existing environmental data
- Bring screening criteria and data to the next SAC meeting to be held on August 14, 2003 from 1:30 to 3:30pm



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items Final 11.03.03

Meeting Description: Placer Parkway Corridor Preservation – Study Advisory Committee Meeting #2

Meeting Date: August 14, 2003

Minutes

Date: October 13, 2003

Location: City of Rocklin’s Sunset Community Center – 2650
Sunset Blvd.

Persons Attending

Name	Affiliation	Name	Affiliation
William Morebeck	Placer County Agricultural Commission	Ron Dondro for Tom Brinkman	Placer County, Public Works
Wendy Gerig	Roseville Chamber of Commerce	James McLeod for John Pedri	City of Lincoln, Public Works
Joan Powell	Sun City Roseville Homeowners Assn.	Scott Gandler for Rob Jensen	City of Roseville, Public Works
Howard Rudd for George Alves	Rural Lincoln Municipal Advisory Committee	Spencer Short for Perry Beck	City of Loomis
Loren Clark	Placer County, Planning and Placer Legacy HCP/NCCP	Pat McAchren	Caltrans, Environmental
Jeff Finn	California Department of Fish and Game	Celia McAdam	PCTPA, Executive Director
Alan Green	Sierra Club, Placer County	Stan Tidman	PCTPA, Project Manager
Ed Pandolfino	Environmental Council of Sacramento (ECOS) and Audubon Society	Denise Heick	URS, Project Manager
Julie Hanson	KT Development	Fritts Golden	URS, Environmental Manager
Jack Ritchie	South Sutter County Specific Plan	John Long	DKS Associates, Traffic
Susan Rohan for John Tallman	Proposed West Roseville Specific Plan	Daniel Iacofano	MIG, Inc., Public Outreach
Jeff Clark	Sacramento County, Public Works	Sharon Kyle	MIG, Inc., Public Outreach
Mike Lee for George Musallam	Sutter County, Public Works		

Minutes

I. INTRODUCTIONS

The second Study Advisory Committee (SAC) meeting was held on August 14th, 2003 at the Sunset Community Center (City of Rocklin). The purpose of the meeting was to update the SAC on project progress, discuss issues and get feedback regarding transportation modeling, and the alternatives screening process and criteria.

Celia McAdam, Executive Director for the Placer County Transportation Planning Agency (PCTPA) welcomed SAC members to the meeting. She then invited SAC members to introduce themselves. Next, she turned the meeting over to Daniel Iacofano, of Moore, Iacofano, Goltsman, who explained his role as meeting facilitator and reviewed the agenda and meeting format. He turned the meeting over to Denise Heick (URS Project Manager).

D. Heick summarized the information presented and discussed at the first SAC meeting on June 27, 2003. She began with a description of the project limits, generally between SR 65 -- SR70/99 and Sunset Boulevard/Howsley Road – Baseline Road/Riego Road. She identified the three project area segments:

- western (SR 70/99 to county line)
- central (county line to Fiddymment Road)
- eastern (Fiddymment Road to SR 65)

No access is planned in the central area between Fiddymment and Pleasant Grove Roads.

She then explained the primary project need for the project as: population and employment growth, anticipated urban development, and increased travel demand with resulting greater congestion. She emphasized that PCTPA and SACOG, through both the 2000 Conceptual Plan and the 2001 Project Study Report (PSR), have adopted the project concept.

Next, she described the public involvement portion of project. This includes advisory committee meetings (TAC, SAC and PAC), public meetings, stakeholder interviews, newsletters and a project website. She reviewed the SAC's overall duties and responsibilities:

- to identify concerns, issues, and preferences
- to provide non-binding recommendations and advice to the project team
- to attend and participate in meetings
- to represent each member's interests, jurisdiction, or agency and accurately represent the project and its activities to them.

Next, D. Heick briefly reviewed the three study goals:

- (1) identify corridor alternatives to be studied in the Tier 1 EIS/EIR, which meet the project's purpose and need as well as being mindful of resource agency concurrence and a future determination of the Least Environmentally Damaging Practicable Alternative (LEDPA)
- (2) identify the preferred corridor alternative through the Tier 1 EIS/EIR process
- (3) complete a Record of Decision (ROD) for the EIS and certify the EIR so that corridor preservation and/or acquisition could commence.

She explained that data gathered in the Tier 1 process would assist with permitting activities following the subsequent Tier 2 process. No permits are needed for the Tier 1 phase. She stressed that, in a Tier 1 process, attention is focused on general information and characteristics in the study area, emphasizing relative differences among corridor-level alternatives. In this phase, mitigation strategies are also developed that will be applied in future Tier 2 documents. She stressed that the overall objective of the Tier 1 process is to preserve a corridor as soon as possible. When funding is available, PCTPA will identify specific alignments within the selected corridor via the Tier 2 environmental review process.

D. Heick also reviewed key project milestones—from initial screening for fatal flaws, to preparation of the final Environmental Impact Statement/Report (EIS/EIR). D. Heick mentioned that information identified in public meetings and agency meetings would also be folded into the project development process. She stated that at this point in the project, the primary focus is on screening criteria and development of a baseline transportation model.

Finally, she reviewed the steps involved in the alternatives development process, which include: transportation screening, environmental screening, focus on identification of fatal flaws, and determining alternatives for study in EIS/EIR.

II. TRANSPORTATION MODELING

John Long, DKS Associates, delivered a presentation on transportation modeling.

Travel Forecast Process—The presentation began with an overview of the travel forecasting process. The overview covered three areas:

- Development of travel forecast for Need and Purpose and for alternatives screening
- A broadly defined travel forecast to adequately address project impacts
- A second forecast to expand existing (SACOG) 2025 data to consider potential future development within the study area

J. Long stated that the travel forecast process would help refine the project’s need and purpose statement and would be applied to the alternatives screening process. He said that it was critical that travel forecasts address a broad area in order to accurately consider all the variables included in the project study area. He said the project team felt it important to ask the question—What is the horizon year for this project? He stated that generally a horizon is 20 years out, but the project team will be looking at 2025 to 2030 conditions. SACOG’s Metropolitan Transportation Plan has a 2025 horizon year. The 2025 development forecasts for the region were adopted by SACOG in 2001. J. Long explained that the future roadway system in the Metropolitan Transportation Plan (MTP) reflects local Capital Improvement Programs and “funding-constrained” improvements. The MTP is important to this process because it is a collaborative effort with all regional agencies to forecast transportation needs.

It has been recommended by the project team that a second future scenario be developed to forecast the unique growth pressures and potential development characteristic of the project study area that are not captured in the MTP. J. Long mentioned that CEQA guidelines require that projects consider “reasonably foreseeable” development in the planning process (this helps anticipate a broader range of future conditions), which could affect the selection of a project alternative.

Loren Clark, Placer County Planning and Placer Legacy HCP/NCCP, asked if the second cumulative development scenario would be based on a 2025 horizon. J. Long said he’d be discussing this momentarily in the presentation.

J. Long said that this second cumulative development scenario would be important because this additional development could influence the selection of project alternatives. He stated that the criteria used to include projects were based on parameters consistent with the MTP. He reviewed the criteria developed (by the TAC and project team) with the SAC. Proposed screening criteria include:

1. Pending/anticipated urban development
2. Projects located within 5 miles of the corridor area
3. Projects not included in current General Plans must be more than 1,000 acres of urban development

The proposed criteria for including pending/anticipated urban development are:

1. All projects with accepted development applications
2. All potential projects determined by the relevant jurisdiction to be pertinent
3. All remaining residential capacity included in current approved General Plans within Placer and South Sutter counties west of Sierra College Boulevard

Next, J. Long discussed the list of Major Proposed Developments in project study area. They include the following:

- West Roseville Specific Plan
- Placer Vineyards Specific Plan
- South Sutter County Specific Plan

- Placer Ranch Specific Plan
- De La Salle University and Community
- Metro Air Park
- McClellan Park
- Elverta Villages
- West Lincoln

He noted that this list (which was developed in discussions with the TAC) was an initial list, and others projects may also weigh into project considerations. He also added that since most existing development projections don't include full build-out scenarios, additional information would need to be captured for the second cumulative development scenario. The second cumulative development scenario would assume full build-out of the residential land uses west of Sierra College Boulevard, including residential uses proposed in the major proposed developments, and an increase in employment proportional to growth in housing.

Based on the above parameters, the second cumulative development scenario would add approximately:

- 49,100 dwelling units
- 12,300 retail employees
- 53,500 non-retail employees
- 10,000 to 15,000 college students

to the SACOG 2025 development forecasts.

Neighborhood retail employment would be allocated within the major proposed developments. Non-retail employment would be allocated throughout South Sutter, South Placer, and North Sacramento counties. Sensitivity tests would be performed to determine how the allocation of non-retail employment would affect travel forecasts.

The following initial travel model forecasts would be prepared:

	2025 SACOG Development Forecasts	Second Cumulative Development Scenario
<i>No Project Alternative</i>	1	1
<i>Screening of Corridor Alternatives</i>	Several	Several

SAC Feedback & Questions

Ed Pandolfino, Environmental Council of Sacramento (ECOS) and Audubon Society, asked why the project was so focused on potential development. He also asked if the project was realistically focused on constraints, including current State population/housing projections, availability of water, and quality of life issues. He stated that the area is a hot growth area -- with a very attractive quality of life -- but this is quickly deteriorating because of a number of issues such as poorer air quality. He concluded by stating that the project may be basing forecasts on the incorrect information -- would growth continue based on these constraints?

J. Long indicated the project approach was to 'bracket' these scenarios. SACOG's MTP would be considered less optimistic about growth. It is based on State- and local jurisdiction-level data, while the proposed "second cumulative

development scenario” would be more optimistic about regional growth. The second scenario would be based on a longer time frame than the MTP and include potential urban development described previously. He said the project team is trying to be realistic about proposed future growth. D. Iacofano asked if J. Long was indicating that the project is being overly aggressive about projections based on development/growth indicators. E. Pandolfino indicated he was suspicious about it. He thought it might be a developer “wish list.” Rick Dondro, Placer County Public Works, said he didn’t want the data to drive the project. D. Heick said that the project is being careful not to do this. The team was using the best available data and recognizes it will change over time. A. Green pointed out that SACOG data provides good “floor” for baseline information. J. Long added that the SACOG plan would be updated in 2005 and this will be helpful to the accuracy of project data.

William Morebeck, Placer County Agricultural Commission, asked for clarification about “undeveloped land”. He was interested whether it was reflective of current general plans or land that was actually vacant. He commented that there is a perception that agricultural land is merely a “land bank” for future urban development. J. Long explained that in general plans there are areas that are identified for particular purposes, although no specific projects may be formally identified for that area.

R. Dondro cautioned that the project should not go beyond adopted general plans. The project needed to be careful about how scenarios were named/dated or labeled. The scenario should be carefully explained. It should be pointed out that it is not approved and the project was not proposing it. He said it should be clear with all assumptions outlined.

L. Clark said that these proposed developments were very geographically specific with a lot of data. He asked two questions:

(1) How would the scenario avoid including the ‘next’ development proposal that would expand the ‘bracket’. He said we would have to close the door sometime. D. Heick said the project data would be revisited more than once during the process, in order to refine information as new data comes in from sources (SACOG and others). She thought this would happen as the alternatives were being screened and then again during the Tier 1 EIS/EIR analysis.

(2) How would the residential to employment ratio be determined? For example, the potential De LaSalle University development, because of its specific use, would have a better-defined ratio. D. Heick said that the process would identify where this data was coming from -- the source -- for the regional bracket. J. Long added that the TAC was considering this. They would be providing input shortly. D. Iacofano clarified that the project team’s “rule of defining data” has to be realistic.

Spencer Short, Town of Loomis, A. Green, asked about the central segment having no access and whether it was logical. D. Heick said this decision was based on policy direction adopted by SACOG and PCTPA Boards. J. Long clarified that the “no access” direction was based on the preliminary planning documents -- the Conceptual Plan and Project Study Report. He added that the only potential connection in this segment would be if Watt Ave. were extended.

R. Dondro said he thought this is contradictory. He was concerned about generalizing the project description by saying that no access will happen in an area and then saying there could be a Watt Ave. connection. He mentioned the following potential alternatives: a project without a future extension of Watt Avenue, a project with a future extension of Watt Avenue, plus two land use alternatives.

J. Long clarified this would actually result in four scenarios to evaluate: with- and without a Watt Avenue extension (with the project evaluating an interchange in the event one is eventually constructed as part of a separate project) for both the SACOG 2025 MTP development scenario and for the proposed second cumulative development scenario.

S. Short asked why property in the proposed corridor wasn’t being purchased now – particularly in the east and west segments near the State highways. C. McAdam said that property couldn’t be purchased until the Tier 1 study was

complete. During the Tier 1 study, all jurisdictions and property owners in a study area will be informed about potential impacts of the Placer Parkway project.

Wendy Gerig, Roseville Chamber of Commerce, asked if the “no access area” in the central segment could be defined as a fatal flaw. D. Iacofano said no—this was a design consideration. E. Pandolfino thought it was a fatal flaw that would be growth inducing. He said the no access-provision does not realistically factor in development. J. Long said that it actually is a policy recommendation. He said that the “no access” zone would stay in place (for now) based on previous direction. D. Heck said at some point this issue might go to decision-makers to be revisited.

III. ALTERNATIVES SCREENING PROCESS & CRITERIA

A. ENVIRONMENTAL PROCESS & SCREENING

D. Iacofano directed SAC members, who were grouped at several tables, to look at the maps at each table. He instructed SAC members to work in groups to review information on the maps and mark up changes or additions needed as appropriate. Next, D. Heck asked everyone to take a look at the meeting handout entitled *Development of Environmental Screening Criteria*. She briefly explained the screening process as a quick assessment method to help identify, avoid, and minimize fatal flaws. She stated that the screening process would assist with prioritization related to analysis occurring during this phase of the project. She explained that the screening process would use “differentiators” -- a way to distinguish relative differences among corridor alternatives for a particular resource or issue area.

D. Heck asked the SAC members to turn to Table 2 in the handout (on pages 5-8), where a matrix labeled *Draft Environmental Screening Criteria* identified various resources/issues, assessed differentiators, and listed criteria. She explained that the associated diagram would assist SAC members with reviewing the screening process. She identified the criteria to be applied by the project team to each resource/issue area. She noted that the process and criteria were also being reviewed by the TAC. She asked the SAC to provide input as they worked through the maps during this session.

SAC members divided up into work groups, and discussed the various categories of resources/issues for the western, central, eastern segments of project. Project environmental screening covered the following categories:

- Existing/Planned Land Uses
- Williamson Act Contracts/Important Farmlands
- Community Disruption/Displacement/Relocation
- Recreation Lands
- Cultural/Native American Resources
- Biological/Wetland Resources
- Hazardous Materials/Waste
- Floodplain/Hydrology
- Soils
- Potential for Growth Inducement

SAC members noted issues, questions, and recommendations on project maps. This information will be evaluated by project team and assessed for use in developing project screening criteria. The following items were specifically identified:

(Note to attendees – it was difficult to capture all comments regarding the maps and the screening criteria during this very dynamic portion of the meeting. If substantive comments are not captured below, please annotate and return an annotated version so that our final summary will be complete. Thanks!)

Special Status Species

Identify species based on “habitat”

Refer to NCCP/HCP process, which has new data on land cover that may be useful

Wetlands

Map rice fields

Determine if more current data is available

Vernal Pools

No changes to this map

Waterfowl

Why is waterfowl separate from other species (e.g., wintering raptors)?

Important to use new data

Land Use

Identify waterfowl habitat areas

Identify public and private parcels in areas

Cultural Resources

Identify what is known and unknown

FEMA Floodplains

Consider adding a Reclamation District representative to SAC

Move color differentiation on blue area

Hazardous Materials

No changes to map

Farmland

Look at soils types

Define “prime” farmland

Identify value

General Soils

Not a differentiator

Roadfill Soils

Not a differentiator

Subsequent to the meeting (August 18, 2003), Rick Dondro provided additional comments by e-mail:

“Since I was not able to stay to the end of the SAC meeting please find some comments below on the environmental screening process.

- 1) On page 6 Hazardous Waste in the Eastern Segment it says no - few sites - I would think this should be a yes due to the proximity to the landfill.
- 2) Page 7 Noise in the Central and Eastern it says No - I strongly disagree with this. There are many receptors in Roseville (e.g. Del Webb) that are within range of the Bypass - These sources are very sensitive. In addition the alignment should include noise impacts on the future

West Plan. The noise impacts on the West Plan residents could be the driving political criteria for selecting an alignment.

3) Page 7 Land Use - Eastern Segment - This area is all designated Industrial or Industrial reserve - I would say No

4) Page 8 Growth Inducement - for what its worth my opinion is Yes for all segments

Please pass on these comments to the appropriate parties
Thanks Rick"

B. ENGINEERING PROCESS & SCREENING

Gary Horton (URS, Engineer) presented the proposed process and engineering criteria for the alternatives screening process. He described the following five-steps:

- Establish Design Standards
- Prepare GIS-Level Geometric Studies
- Evaluate Off-Site Engineering Impacts
- Develop Initial Matrix to Evaluate Engineering Impacts
- Refine Alternatives for Draft EIS/EIR

G. Horton explained that conceptual design standards would consider facility type, design standards (speed, radius), access standards, and safety standards. He suggested that the facility could be a divided controlled access highway. The project team is still assessing the range of potential interchange configurations at SR70/99 (including a local interchange or a two-level trumpet interchange) and at SR 65 (including a local interchange or partial freeway to freeway interchange). Recommended traffic speeds would range from 55 mph to 70 mph. Speed would in turn provide direction on optimum curve radii. He stated the type of access control would be another key. The degree of access control is still being evaluated (limited to full access control). He said the facility type would also help to determine access control. He discussed safety standards, which determine the amount of space needed to safely recover in the event of an incident (this will influence shoulder and median widths). He said that conceptual engineering criteria would be developed to be consistent with the PSR policy direction.

He stated that once conceptual standards are set, GIS Level Geometric studies to establish a visual representation of the interchange configuration will be developed - including sufficient right of way. There will be no full physical design of a roadway or interchange within the corridor. He mentioned that issues related to drainage would be factored in, as will flood plain encroachments. In conclusion, he said the next step will be to develop a matrix to evaluate engineering impacts—this will ultimately assist with the creation of design criteria for the project.

IV. CONCLUSIONS & NEXT STEPS

Transportation Modeling

1. The proposed second travel forecast (SACOG's MTP plus potential future development proposals) generated several comments and questions. These included:
 - a) Be sure that all forecasts are based on comprehensive and factual data including State and local jurisdiction data.
 - b) Consider regional water availability and quality of life issues in these forecasts.
 - c) Carefully explain the proposed second travel forecast and its assumptions. Be careful of labeling and dates. Point out that the potential development is not approved and this project is not endorsing it.

d) Detail how:

- Transportation screening criteria would address future proposed urban developments beyond those listed.
- Residential to employment ratio would be determined.

2. The PSR's "no access" provision created a number of comments:

- a) Is this provision logical?
- b) Is it contradictory if a Watt Ave. connection is to be studied?
- c) Could this restriction be considered a 'fatal flaw', which does not realistically factor in development?

3. Modeling work will continue with the TAC input and SAC feedback. Updated information regarding development of the Second Cumulative Development Scenario would be shared with the SAC at the October 23 meeting.

Environmental Screening

1. Data collection will continue and mapping work will be updated to reflect TAC input and SAC feedback.
2. Input will be solicited from an interagency meeting with staff from State and federal resource agencies. This information will be updated and discussed at the October 23 meeting.

The next SAC meeting will be held on Thursday, October 23, 2003 from 2:00 to 4:00 p.m. at the City of Roseville's Corporation Yard.



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items

Final 11-19-03

Meeting Description: Placer Parkway Corridor Preservation – Study Advisory Committee Meeting #3

Meeting Date: October 23, 2003

Minutes Date: November 19, 2003 **Location:** City of Roseville Corporation Yard – Rooms #2 and #3 – Hilltop Circle

Persons Attending

Name	Affiliation	Name	Affiliation
Mark Quisenberry	Placer County Agricultural Commission	Tom Brinkman	Placer County, Public Works
Dave Vintze and Tom Christofk	Placer County Air Pollution Control District	Grace Keller for Jack Wallace	Roseville Coalition of Neighborhood Associations
Joan Powell	Sun City Roseville Homeowners Assn.	Jeff Finn	California Department of Fish and Game
Steve Healow	FHWA, Engineering & Environment	George Alves	Rural Lincoln Municipal Advisory Committee
Loren Clark	Placer County, Planning and Placer Legacy HCP/NCCP	Brian Frাগiao for Perry Beck	City of Loomis, Town Engineer
Terry Lowell for Eric Bryant	Proposed Placer Ranch Specific Plan	Joe Cruz	Sacramento Chamber of Commerce, Alliance for Jobs
Alan Green	Sierra Club, Placer County	Stan Tidman	PCTPA, Project Manager
Ed Pandolfino	Environmental Council of Sacramento (ECOS) and Audubon Society	Denise Heick	URS, Project Manager
Steve Propst	Caltrans, Local Assistance	John Long	DKS Associates, Traffic
Scott Sauer	Caltrans, Planning	Daniel Iacofano	MIG, Inc., Public Outreach
Jeff Clark	Sacramento County, Public Works	Chad Markell	MIG, Inc., Public Outreach
Harold Assenza	Resident - 301 Marie Ct/Roseville 95661	Steve Kokodas	MIG, Inc., Community Viz

Minutes

MEETING SUMMARY

Purpose

The meeting purpose was to update the SAC on project progress, discuss issues and get feedback on modeling, and the environmental screening criteria and preliminary data for PSR alternative.

Reports on Recent Meetings

Denise Heick summarized the October 6th and 9th Scoping Meetings and informed the SAC members that the Placer County Board of Supervisors recommended that the application process for the De La Salle and Placer Ranch projects should not be delayed.

Environmental Screening Criteria and Preliminary Data for PSR Alternatives

D. Heick began with a discussion of the environmental screening criteria and preliminary data for PSR alternatives, emphasizing that the process was primarily a review of the transportation and environmental screening conducted related to the project thus far. D. Heick asked the SAC members to review this material, stating that it would be used to help identify and avoid fatal flaws. She noted that the resources/issues were differentiated by type and amongst the western, central and eastern segments. The following is a list of the

areas were covered: Air Quality, Biology: Special Status Species, Biology: Wetlands / Riparian/ Vernal Pools, Biology: Waterfowl Habitat, Community Socio-Economics, Municipal Facilities, Public Services, Historical Resources, Floodplains, Hazardous Waste, Land Use: Agriculture, Noise, and Land Use: Planned Development.

Modeling Tool Demonstration

Steve Kokotas (MIG) explained that the Arc View and Community Viz tools utilized all of the data just reviewed. He went on to explain that as different alternative Parkway routes are identified it is possible to automatically calculate specific impacts. Additionally, the program can give a comparative analysis of impacts among different route alternatives. A real time demonstration of the program was presented.

Transportation Modeling

J. Long discussed the traffic assumptions for the no build alternative and Cumulative Scenario A. He also discussed future development scenarios. He noted that overall it is believed that the new Parkway will increase Vehicle Miles Traveled (VMT) and decrease Vehicle Hours Traveled (VHT). He also explained that two new colleges are being proposed in the project study area, a branch of California State University at Sacramento in the Placer Ranch Specific Plan area, and De La Salle University in the De La Salle Specific Plan area. This could result in the addition of 49,100 dwelling units, 13,300 retail jobs, 53,500 non-retail jobs, and 10,000 to 15,000 college students.

Conclusions and Next Steps

The meeting concluded with D. Iacofano briefly recapping the agenda/discussion items and highlighting the main questions raised during the meeting and topics noted for further investigation. He then went on to discuss the next steps including the upcoming informal NEPA/404 consultation, continuing screening of the PSR Alternatives, and the continuing environmental and engineering assessments. The next SAC meeting will be take place on February 12, 2004.

I. INTRODUCTIONS

The third Study Advisory Committee (SAC) meeting was held on October 23rd, 2003 at the City of Roseville Corporation Yard (City of Roseville). The purpose of the meeting was to update the SAC on project progress, discuss issues and get feedback on modeling, the environmental screening criteria, and preliminary data for screening of PSR alternatives.

Denise Heick welcomed SAC members to the meeting. She then turned the meeting over to Daniel Iacofano, who invited SAC members to introduce themselves. He then explained his role as meeting facilitator and reviewed the agenda and meeting format. He turned the meeting back over to D. Heick. She briefly reviewed the project, including the three main corridors identified in the PSR to connect SR 65 to SR 70/99. She also went over the purpose of the project, noting: access to jobs; accommodating growth; maximizing mobility; minimizing impacts. The project concept has been adopted by PCTPA and SACOG. She also reviewed the duties and responsibilities of the SAC, the Tier 1 process, key project milestones, and the alternatives development process.

II. REPORTS ON RECENT MEETINGS

Scoping Meetings

Approximately 30 people attended the Scoping Meeting held in Roseville on October 6th. Attendees were generally supportive of the project, and strong preferences for or against the corridor locations were not generally expressed at this meeting. Approximately 100 people attended a much livelier meeting at the Pleasant Grove School on October 9th. At this meeting, attendees expressed the opinion that the entire corridor along Pleasant Grove Road is considered by residents to be a community with no distinct boundaries. There was an emphasis on the cohesion of this community as well as the viability of continued farming in Sutter County. Attendees were generally not happy with the project and professed strong preferences regarding corridor locations. Most attendees were not in favor of the northern corridor alignment since it would have the most impact on active farming. Many individuals from the areas that in Sutter County that would be affected by a northern alignment alternative were in attendance.

Placer County Board of Supervisors Meeting

The Placer County Board of Supervisors met on October 20th. Direction was provided to the Planning Department to proceed to process applications for the De La Salle and Placer Ranch Specific Plans, and that the application processes should be coordinated concurrently with the Placer Parkway corridor identification process. General support was expressed for one or more universities (each of these Specific Plans proposes a university). BOS members said it would be possible to resolve many issues presented by these Plans by modifying the current proposals.

III. ENVIRONMENTAL SCREENING CRITERIA AND PRELIMINARY DATA FOR PSR ALTERNATIVES

Screening Criteria

D. Heick began her presentation with a discussion of environmental screening criteria and preliminary data for PSR alternatives by reviewing the transportation and environmental screening conducted to date. She described the process as a quick assessment method to help identify, avoid and minimize fatal flaws. The draft screening criteria were the subject of previous TAC and SAC meetings, and were revised based on input received at these meetings. She informed the SAC members that she had taken a revised *Draft Environmental Screening Criteria* back to the Technical Advisory Committee (TAC) for review and that the SAC should also review this document in order to add their feedback. A revised *Draft Environmental Screening Criteria* matrix (discussed at the SAC #2 meeting) was provided to the SAC.

Preliminary Draft Date for Use in Screening PSR Alternatives

The following information was employed in the next discussion:

- Large maps on the wall, each showing a different resource within the study area,
- Illustrative figures showing the intersection of PSR corridor alignment alternatives with the different resources, shown in a PowerPoint presentation and provided in hard copy to attendees, and
- The revised *Draft Environmental Screening Criteria* matrix.

Information regarding the accuracy and completeness of the resource data on these maps and figures was solicited from the SAC. The *Draft Environmental Screening Criteria* matrix was then discussed, in the context of each of the figures showing the intersection of PSR alternatives and resources, where applicable, and potential conflicts were identified.

The following resource areas were covered:

- Air Quality
- Biology: Special Status Species
- Biology: Wetlands / Riparian/ Vernal Pools
- Biology: Waterfowl Habitat
- Community Socio-Economics
- Municipal Facilities
- Public Services
- Historical Resources
- Floodplains
- Hazardous Waste
- Land Use: Agriculture
- Noise
- Land Use: Planned Development

Air Quality

D. Heick began discussion of this topic by informing the group that there were no differentiators in the Air Quality criteria yet.

Dave Vintze, Placer County Air Pollution Control District, asked if the Vehicle Miles Traveled (VMT) had been calculated for each of the corridor options. He noted that this information was vital for two reasons. First, the closer the Parkway is to development the less likely growth inducement will occur and overall fewer cars that would need to be accounted for. Second, a calculated VMT is necessary for the assessment of emission particulates to be assessed.

John Long, DKS Associates, responded to the question by saying that at present the VMT is just being addressed for the overall area. The first task was to calculate emission for the region and then later on the project will focus on the specific corridor segments.

Tom Brinkman, Placer County Public Works Department, asked about taking congestion into consideration. He said emissions should be calculated to take into account not only total VMT but also the duration of travel time due to congestion. He also asked if there was a way to account for growth inducement as well.

D. Heick responded, saying that calculations can be made but will depend upon the alignment, input from the TAC and SAC members, and the methodology used.

Biology: Special Status Species

D. Heick indicated that this resource/issue would be looked at carefully. Several Special Status Species figures was displayed for review: Giant Garter Snake Habitat, Potential Swainson's Hawk Nesting Habitat, and Potential Valley Elderberry Longhorn Beetle Habitat. She noted that vernal pool special status species are presumed present in vernal pools for purposes of this initial evaluation (vernal pools are discussed separately below).

Giant Garter Snake Habitat

D. Heick reviewed garter snake habitat in the context of looking at the different alignments. Overall, it appears that the north alignment has the fewest impacts to this species' habitat. Ed Pandolfino, Environmental Council of Sacramento and Audubon Society, asked if this calculation takes into account the lengthening of Watt Ave (and if not, how would it be addressed)? D. Heick responded by saying that at present calculations do not address Watt Avenue. The Parkway Project does not include a Watt Avenue extension. It will analyze the impacts of a Parkway interchange with a future Watt Avenue extension that might be constructed by others. Jeff Finn, California Department of Fish and Game, wanted to know which categories were going to be used in making the decision? D. Heick told the SAC members that all possible and available categories will be incorporated into the final decision making process.

Swainson's Hawk Habitat

D. Heick reviewed Swainson's Hawk habitat in the context of looking at the different alignments. J. Finn said that this data was a good start but lacking in detail as these birds can nest anywhere. He noted that you could use land cover data but the project team would need to know more specifics about which categories would be used to make decisions. E. Pandolfino suggested that updated survey data could be collected using trees at certain sites.

Valley Elderberry Longhorn Beetle Habitat

D. Heick reviewed Valley Elderberry Longhorn Beetle habitat in the context of looking at the different alignments. There was no discussion.

Biology: Wetlands / Riparian / Vernal Pools

D. Heick stated that there is potential waterfowl habitat in all three-segment areas. She went onto mention that this was an area of concern at a previous SAC meeting, mainly because this is a rest area for migratory birds and a feeding area due to the rice farms in the area. She also mentioned that there were vernal pools in all three project segments. Additionally, she mentioned that fisheries would also be assessed as an area of interest.

Wetlands / Riparian

D. Heick reviewed riparian and wetland areas in the context of looking at the different alignments. She indicated that the PSR's central alignment has the biggest impact on wetlands and that it will be necessary to gather more current data if it is available.

Vernal Pools

D. Heick reviewed vernal pool areas and vernal pool critical habitat in the context of looking at the different alignments. Two figures were reviewed, one showing the location of vernal pools or "clusters" of vernal pools identified as part of the Placer Legacy project, and the other show US Fish & Wildlife Service designated Vernal Pool Critical Habitat. She identified that the PSR's southern alignment has the biggest impact on vernal pools and vernal pool critical habitat.

Tom Christofk, Placer County Air Pollution Control District, asked why the central segment is located where it is. Is it based on resource mapping or just dashes on a map? D. Heick and J. Long both said that it is based on a Placer County General Plan line, and was identified as a potential alignment in the PSR. We are now going through a more thorough environmental evaluation that may result in revising the alignment.

Biology: Waterfowl/Upland Habitat

D. Heick reviewed waterfowl and upland habitats in the context of looking at the different alignments. These figures were developed based on input from J. Finn at the last SAC meeting. D. Heick briefly explained that waterfowl habitat is being considered separately from other species. The project team is in the process of better identifying waterfowl habitat areas.

Community Conditions/Socio Economics

D. Heick stated that the team is trying to get more specific nuances of communities and connection issues related to the project. She said that there were some issues related to schools and 4F-classified properties.

Potential Residential Communities

D. Heick reviewed the potential residential communities in the context of looking at the different alignments. There are no formal boundaries of communities in the study area. This data identifies clusters of residences and community services.

Employment Centers

D. Heick reviewed the employment centers in and around the study area in the context of looking at the different alignments. She noted that there is a real difference between the east and west segments related to employment types.

Municipal Facilities

D. Heick reviewed the municipal facilities in and around the study area in the context of looking at the different alignments. She asked the SAC to identify any facilities that were not accounted for.

Homes and Businesses

D. Heick reviewed the location of homes and businesses in the study area in the context of looking at the different alignments. Loren Clark, Placer County Planning and Placer Legacy HCP/NCCP, asked how the information regarding the locations of all the homes and businesses was generated. D. Heick stated that this was done by visual analysis using aerial photography, correlated to the other socioeconomic maps and using some county parcel data.

Community Services

D. Heick reviewed the location of community services in the study area in the context of looking at the different alignments. There was no discussion.

Public Services

Public services in the study area do not present differentiators in any segment area. There was no map data for this parameter.

Cultural Resources

For cultural resources, it was noted that data were only available in areas where cultural resource surveys have been conducted. A large part of the study area has not been surveyed. There should be no inference that certain alignments avoid cultural resources in these areas that have not been surveyed.

Archaeological Resources

D. Heick reviewed the location of known archaeological resources in the study area in the context of looking at the different alignments. There was no discussion.

Historical Resources

D. Heick reviewed the location of known historic resources in the study area in the context of looking at the different alignments. Known historic resources were identified in three categories: structures and bridges, an historic ranch complex, historic linear resources such as canals and roadways, and an historic district. All alignments affect the historic district – Reclamation District 1000; there would be no way to avoid this district with the PSR corridor alternatives as it encompasses both sides of SR 70/99. The southern alignment affects the historic ranch complex.

Floodplains

D. Heick reviewed the location of 100-year and 500-year floodplains in the study area in the context of looking at the different alignments. D. Heick noted that Sutter County plans to close the gap around some of their 100-year floodplain areas (and this could impact the central segment).

Hazardous Materials/Waste

D. Heick reviewed the location of known and potential hazardous materials/wastes sites of concern in the study area in the context of looking at the different alignments. The sites were identified based on review of a commonly used database (EDR) and evaluated for their potential to be an issue. The data only identify four potential sites of concern in or adjacent to the study area. There was a question as to what item identified as “3A” was. Future feedback indicates it is Valley Rock, a closed solid waste disposal site.

Farmland

D. Heick reviewed the location of Prime Farmland and Farmland of Statewide Importance in the study area in the context of looking at the different alignments. D. Heick also mentioned that there was concern about breaking up farms, but the data was not complete yet. A. Green asked if this map breaks down the soil by type? D. Heick said that it does not. There is a separate map that breaks down soils by type.

Noise

D. Heick reviewed the location of potential noise-sensitive receptors in the study area in the context of looking at the different alignments. The figure combined previously-reviewed data showing the locations of potential residential communities, homes and businesses, and the Del Webb Community Plan Area. D. Heick said that the analysis would need to add additional areas that could be affected. Noise experts say that on flat land, noise from Placer Parkway would likely travel about 1,350 feet. This means that the project could be required to construct berms and other sound barriers. She went on to say that current criteria is insufficient and new criteria would need to be created.

Land Use: Future Development

D. Heick reviewed the location of planned or potential future development in the study area in the context of looking at the different alignments. All PSR corridor alignments intersect the locations of such future development. L. Clark asked if the proposed landfill should be added to the maps as it could have an impact. D. Heick agreed and said that this will be added to the map.

Summation

D. Heick reminded the SAC members that presently all this information is still in preliminary form. It will be refined for the alternatives screening process. She reminded them that this is why their immediate feedback is

crucial, as this information will be shared with the EPA and Corps of Engineers. D. Heick went on to say that in terms of growth inducement, screening factors were still under review.

IV. MODELING TOOL DEMONSTRATION

D. Iacofano introduced the next agenda topic—modeling tools. He explained how this demonstration was to be used to take the lid off the “black box” and reveal how the Arc View and Community Viz tools work. At this point D. Iacofano turned the conversation over to Steve Kokotas, MIG.

S. Kokotas began by explaining that the Arc View and Community Viz tools utilize all of the data D. Heick reviewed with the SAC. He noted that, as different corridor alternatives were identified, it was possible to automatically calculate specific impacts. Additionally, the program could give a comparative analysis of impacts among different route alternatives. A real time demonstration of the program was provided. After the presentation, D. Heick, reiterated that this tool was extremely effective at helping to refine the decision making process. She continued that this tool would be used to refine all of the PSR alternative and the respective impacts. Once this process was completed, the refined results would be brought to the advisory committees for review.

E. Pandolfino asked how many layers of data were going to be used in the refinement process? D. Heick responded that all physical environmental and socio-economic factors would be used in making the calculations. At present, there will be no weighting of the criteria.

In a follow up question, E. Pandolfino asked if the model showed growth inducement? D. Heick answered that they were not sure yet if that was entirely possible but the project team was working on adding in aspects of growth inducement. Someone asked if the program was able to factor in construction costs. D. Heick responded that construction cost factors can be built in as well, although the team is not using this aspect of the model for screening.

A. Green asked what impact the high-tension power lines would have and if they were incorporated in the maps? D. Heick responded that the power lines were not included in the maps and that the major impact they would have is on the farms that were located next to both the power line and the Parkway. This would have an impact on being able to use crop dusters. The existing and proposed power lines will be added to the mapping.

TRANSPORTATION MODELING

J. Long discussed four topics: development scenarios, future conditions for a no build alternative, induced travel demand, and forecasts for PSR alternatives.

Development Scenarios

J. Long explained that the study area and immediate vicinity is expecting to add 49,100 dwelling units, 13,3000 retail jobs, 53,500 non-retail jobs, and 10,000 to 15,000 college students in two proposed new colleges.

Future Conditions – No Build Alternative

J. Long explained that currently two model plots for congestion were being examined. The first was based on SACOG 2025 data for the No Build alternative. The No Build model shows that 2 to 3 hours of LOS F would

occur in 2025 on segments of I-80 and SR 65, and on segments of Watt Avenue and Walerga Road. The second was Cumulative Scenario A, which adds the increasing growth development scenario to the SACOG 2025 data. Cumulative Scenario A shows that 2 to 3 hours of LOS F would occur on additional segments of I-80, SR 65, Watt Avenue, and Walerga Road, and would also occur on Baseline/Riego Road.

Induced Travel Demand

Using detailed graphic images and poster charts, J. Long went on to discuss induced travel demand. He informed the SAC members that a major new transportation facility would not only impact route choice but the distribution of trips. This will ultimately give people a wider array of travel options for getting to their destinations. He then went on to discuss how induced travel demand can come from changes in trip generation, trip distribution and mode choice. The SACMET (SACOG model) captures all but trip generation through feedback loops. This is in line with current best practices and modeling systems. Induced demand in the model shows that traffic will move from I-80 to Placer Parkway, but that the relief on I-80 will induce others to “fill up” the reduced congestion, resulting in less than would be expected improvements to I-80 traffic. Overall, it is believed that the Parkway will increase VMT and decrease VHT. This would be confirmed when VMT’s have been fully calculated and the modeling of VHT has incorporated possible travel delay scenarios.

Forecasts for PSR Alternatives

J. Long explained that the southern PSR alignments would have highest volumes of traffic while northern alignments would have the lowest volumes of traffic. There would be substantially higher volumes of traffic under Cumulative Development Scenario A than under the SACOG 2025 scenario. Volumes on the Parkway east of Watt Avenue would be higher with the addition of an interchange at Watt Avenue. Ultimately the highest volumes would occur on the east and west ends of the Parkway. Southern and central alignments show the biggest reduction on I-80 and Baseline/Riego Roads and the biggest increase on SR 70/99. A Watt Avenue interchange would reduce traffic volumes in Western Roseville and portions of Baseline Road. Additionally, a Watt Avenue interchange would cause modest increases on Watt Avenue at the Sacramento County line.

D. Vintze asked if the forecast assessments account for different traffic speeds since a more accurate measure of VMT is calculated from speed. J. Long indicated that they do. In a follow up question D. Vintze wanted to know how this would impact the overall amount of emissions, because it seems to that this is just moving congestion around? J. Long indicated that the project team would be looking into the impact of overall emissions.

A. Green wondered if, with the assumption of new development, this model would be capable of capturing (this type of) development or long-term differences in land use? J. Finn added to this by asking if having a southern route was better than a northern route since it would curb growth inducement. He also wanted to know if this would reduce overall VMT and VHT. E. Pandolfino added that if Scenario A were adopted, the there would definitely be more interchanges added (how would this be accounted for?).

D. Heick and J. Long both addressed these concerns by mentioning that the models are based on SACOG projections, and on proposed development scenarios only, and that no additional interchanges are proposed added to the project study area.

T. Christofk wanted to know if you could account for different types of vehicles in the VMT since a large portion of vehicles using the Parkway would be trucks traffic. J. Long said that the SACOG model does have a

component to account for trucks—part of this design process for the Parkway was intended to relieve truck traffic on I-80.

VI. CONCLUSIONS AND NEXT STEPS

D. Iacofano briefly recapped the agenda items key topics of discussion reviewed during the meeting with SAC members. He encouraged additional feedback on both the screening criteria and the preliminary environmental data presented at the meeting. He then went on to discuss project next steps including the upcoming: 1) informal NEPA/404 consultation, 2) continuing screening of the PSR Alternatives, and 3) the continuing environmental and engineering assessments.

Future Actions

Environmental Screening Criteria and Preliminary Data for PSR Alternatives

Meeting Materials Review and Comments—SAC members were asked to review the project materials they were given during the meeting and return comments to the project team within two weeks.

Biology/Special Species Category—Additional information will need to be gathered on Swainson's Hawk habitat. SAC members suggested using land cover data and updated survey data collected using trees in specific site areas.

Land Use/Planned Development—SAC member suggested that proposed landfill be added to this map because it could have a notable impact on the project.

Finally, D. Heick reminded all the SAC members that the next meeting would be taking place on February 12, 2004.

Meeting adjourned at 4:00 PM.



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items

FINAL 4-6-04

Meeting Description: Placer Parkway Corridor Preservation – Study Advisory Committee Meeting #4

Meeting Date: February 12, 2004

Minutes Date: April 6, 2004 **Location:** City of Roseville Corporate Yard

Persons Attending			
Name	Affiliation	Name	Affiliation
Mark Quisenberry	Placer County Agricultural Commission	Clay Loomis	Brookfield Community Plan representative
William Morebeck	Sutter County Agriculture Department	Ken Friedman	Property Owner & Blue Oaks Community Plan representative
George Alves	Rural Lincoln Municipal Advisory Committee	David Wade	Brookfield Community Plan representative
Loren Clark	Placer County, Planning and Placer Legacy HCP/NCCP	Celia McAdam	PCTPA, Executive Director
Eric Bryant	Proposed Placer Ranch Specific Plan	Stan Tidman	PCTPA, Project Manager
Lisa Wilson	Sutter County Planning Department	Fritts Golden	URS, Environmental Manager
Ed Pandolfino	Environmental Council of Sacramento (ECOS) and Audubon Society	Denise Heick	URS, Project Manager
Mike Lee for George Musallum	Sutter County Public Works	John Long	DKS Associates, Traffic
Jack Ritchie	Proposed South Sutter County Specific Plan	Daniel Iacofano	MIG, Inc., Public Outreach
Susan Rohan	Public Attendee	Sharon Kyle	MIG, Inc., Public Outreach
Minutes			

MEETING SUMMARY

Purpose

The meeting was convened to review the Draft PSR Screening Evaluation Technical Memorandum, to get gather feedback on its recommendations, and to obtain input for the Tier 1 EIS/EIR alternatives.

Draft Technical Memorandum Overview

D. Heick reviewed the draft Technical Memorandum: Screening Evaluation of PSR Alternatives, which had been made available to SAC members prior to the March 12 meeting. D. Heick explained that the Technical Memorandum presented the results of the screening process used to analyze the conceptual Placer Parkway corridor alignment alternatives identified in the Project Study Report. She reviewed the organization and contents of each chapter and encouraged the SAC to provide input, correct information, and ask detailed questions.

Conclusions & Recommendations

During the meeting, the following items in **bold** were considered. SAC concurrence or recommendations are noted in *italic*.

A. Eliminating or Adjusting PSR Corridor Alignments

- 1. Reroute central and southern alignments north of the current alignment to avoid a large vernal pool complex located immediately northeast of the West Roseville Specific Plan area.**
 - *SAC concurred in general with this recommendation.*
- 2. Eliminate the northern corridor alignment between SR 70/99 and approximately Amoruso Acres.**
 - *SAC concurred with this recommendation. Staff and its consultants were advised to document the justification for eliminating this corridor alignment.*
- 3. Modify the central corridor alignment:**
 - a. Minimize encroachment into large wetland/vernal pool conservation areas at Curry Creek.**
 - *SAC concurred with shifting the central corridor alignment north as described.*
 - b. Adjust alignment in western segment to avoid Pleasant Grove/Sankey community and designated conservation area.**
 - *SAC concurred in shifting the central corridor northward, as described, and in avoiding Sysco and working with Natomas Basin Conservancy. Some SAC members suggested eliminating the Sankey Road connection. Staff explained that since the technical memorandum recommends eliminating the north of Sankey and south of Riego connections, eliminating the Sankey Road connection would leave but one connection to SR 70/99 to be evaluated in the EIS/EIR. Studying more than one alternative connection in the EIS/EIR will provide additional or helpful information to the decisionmakers in selecting a connection to SR 70/99.*
- 4. Modify the southern corridor alignment**
 - a. At eastern end, extend it west before descending south, avoiding an historic ranch complex, vernal pool areas, and future Section 4(f) properties in West Roseville Specific Plan (WRSP).**
 - *SAC concurred with adjusting the southern corridor westward to avoid these resources.*
 - b. At southern edge (parallel to Baseline Road), avoid large man-made waters and one rural residential community by moving corridor north or south**
 - *SAC concurred with gathering additional information on wetland status of water body and its potential as a mitigation site. Some SAC members recommended that the southern alignment “hug” Baseline Road.*

c. Move corridor closer to Baseline Road to minimize growth inducement

- *See Baseline Road discussion below.*

5. Work with Sutter and Placer County staff to identify working farm units; the evaluation of corridors using this information.

- *SAC concurred in recommendation to identify working farms and use in screening.*

B. Additional SAC Input

Connections to State Routes

- *Eliminate Sunset Boulevard as a potential connection to SR 65. All alternative corridor termini would be at Whitney Avenue. This direction was based on the Whitney connection having fewer environmental impacts, and TAC's observation that a full freeway interchange could not be accommodated at Sunset. Any potential connection between SR 65 and the Parkway along Sunset would be via local expressway or arterial that connected to the Parkway at Fiddymont Road or Foothills Boulevard.*
- *Eliminate the south of Riego connection at SR 70/99 -- only after discussions with Sacramento and Sacramento County. Sutter County staff recommended its elimination. Issues involve potential growth inducement and an urban separator. One SAC member suggested keeping this connection alternative until policy direction is more definitive, and to have further discussions with Sacramento County and City, and Natomas Basin Conservancy regarding their development buffer objectives in this area and whether they were compatible with a Parkway connection.*
- *The TAC agreed that direction to eliminate the western portion of the northern corridor alignment alternative (discussed in A above) would eliminate the North of Sankey connection.*

Other Direction

- *Alternate diagonal southern route between Phillip Road and Baseline Road.*
- *Two scenarios for Baseline Road separator: 1-mile; closer to Baseline. Look at impact on farm units.*
- *Coordinate with Natomas Basin Conservancy re: property on Riego Road.*
- *Consider future SR 70/99 traffic levels and the effect on the number of lanes needed – how far apart to construct bridge abutments on SR 70/99.*

SAC concurred with the following recommendations provided by the TAC:

- *Consider an alternate to the revised southern corridor alignment between Phillip Road and Baseline Road. This alternate leg of the alignment would angle cross the study area in a southwesterly direction, rather than in a north/south direction (a modification of 4a above). No additional SAC input on this item.*
- *Review two scenarios for Baseline Road/corridor separation: 1) a one mile separation between Baseline and the corridor and 2) one with a corridor closer to Baseline. The review was to be based, at least partially, on farm unit impacts. Some SAC members expressed a preference for an alignment closer to Baseline Road.*

- *Coordinate with the Natomas Basin Conservancy regarding how to avoid or mitigate a conflict with designated but undeveloped conservation property on Sankey Road north of the Sysco distribution center (same as 3b above). No additional SAC input on this item.*
- *Consider future SR70/99 traffic levels and the effect on the number of lanes needed and how far apart to construct bridge abutments. No additional SAC input on this item.*

C. Goal/Policy Issues

No Access – Fiddymont Road to Pleasant Grove Road – with the exception of a potential Watt Avenue extension.

- *SAC concurred with the TAC recommendation of not making any changes to this provision. Additional comments asked the project to consider if the no access policy would really be enforceable (due to planned development in the vicinity). Concern was expressed regarding whether the project would be able to accurately estimate the environmental affects of future interchanges.*

No Development Buffer

- *SAC concurred with the TAC recommendation of not making any changes to this provision. Agreed that the buffer size and location should be flexible (especially in the western and eastern segments) and related to performance standards. Additional comments included: The project should coordinate with county contacts regarding what current plans area were in place that could impact the original intent of this provision.*

I. INTRODUCTIONS

The 4th Study Advisory Committee (SAC) was held on February 12, 2004 at the City of Roseville Corporation Yard. Celia McAdam, Executive Director of the Placer County Transportation Agency opened the meeting and welcomed the group. Next, she asked the project team to introduce themselves to the SAC members. She turned the meeting over to Daniel Iacofano, MIG (meeting facilitator), who reviewed the agenda with the SAC. He also stressed the importance of the SAC's input at this point in the project in order to get feedback on the potential modifications, share recommendations related to goals/policies, suggest other modifications to the alignments, and identify needed corrections to information.

II. DRAFT TECHNICAL MEMORANDUM OVERVIEW

Next, Denise Heick, URS asked the SAC if they had received the project materials that were sent in advance of the meeting, and if anyone had questions before her discussion commenced. No SAC questions.

She began with a review of the Draft Technical Memorandums table of contents. D. Heick briefly described the following information in Chapters 1-3:

- Chapters 1 – Introduction/Purpose of Technical Memorandum
- Chapter 2 – Project Background
- Chapter 3 – Alternatives Identification Process. This section also covered detail about the Tier 1 Process, Screening Evaluation Process, Engineering Screening Criteria, and Least Environmentally Damaging

Alternative (LEDPA) considerations. D. Heick explained that this was a fairly elaborate process, designed to show full detail to agencies involved in review.

Next, D. Heick reviewed the project schedule with the SAC. She explained the status of critical milestones related to both current and upcoming technical assessments/advisory meetings, public outreach activities and the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR). D. Heick noted that the project planned to have a public meeting in fall 2004, to share the recommendations generated from the Technical Advisory Committee and (TAC) and the SAC. The team would then take the input generated in the public meetings and the TAC and SAC project recommendations to the fall Policy Advisory Committee (PAC) meeting.

She continued with review of format of technical memorandum, reviewing Chapters 4 and 5.

- Chapter 4 – Transportation Analysis of PSR Alignments (growth projections/development scenarios/travel forecasting).
- Chapter 5 – Environmental Screening (data collection/screening criteria/data analysis of existing conditions).

D. Heick stressed that she wanted to spend the majority of meeting discussion time on Chapter 6. She asked the SAC if they had questions about what had been presented thus far. No SAC questions. She continued with brief review of Chapter 6.

- Chapter 6 – PSR Corridor Alternative Screening Summary and Recommendation. D. Heick reviewed the significant sections in Chapter 6, providing the following overview:

Potential Fatal Flaws – D. Heick explained that project defined a fatal flaw as any condition that would render the project infeasible. She noted that the project found no fatal flaws in any of the alternative, but identified the West Roseville Specific Plan (WRSP) as presenting significant constraints. Specific issues were found in the southern alignment area relative to historic ranches, several vernal pools, and potential future recreation areas.

- Compatibility with Goals and Policies – D. Heick briefly reviewed the six goals and policies of the project with the SAC:
 - Goal 1 – Create a controlled access highway.
 - Goal 2 – Maximize mobility and accommodate planned growth.
 - Goal 3 – Avoid growth inducement and protect rural character of agriculturally designated areas.
 - Goal 4 – Minimize environmental impact.
 - Goal 5 – Improve safety and minimize hazards.
 - Goal 6 – Achieve feasible and equitable financing.

SAC Comments/Questions During Chapters 1-6 Overview

William Morebeck, Placer County Agricultural Commission asked for clarification on whether the potential adjusted alignments (on the map overlay used during the meeting) were created by URS. D. Heick responded that these “draft lines” were developed cooperatively among the project technical team of URS (environmental consultant) and DKS (traffic analysis consultant). W. Morebeck then asked who had made changes to the alignment since the previous SAC meeting (on October 23, 2003). D. Heick explained that the changes to the

alignment lines were the result of several rounds of internal team assessments, and the input of various resource/interest groups (along with a myriad of technical considerations). D. Iacofano added that this was an update from last round of data screenings. He said that it was very important for the SAC to respond to this information at this meeting. D. Iacofano said input from the SAC was needed to help the project team begin to set some parameters for what would be studied in more detail going forward with the Tier 1 process.

E. Pandolfino had a question about Chapter 5, Environmental Screening of PSR Alignments (Section 5.5.2, page 5-10, Riparian Areas) regarding the section on the Swainson's hawk Habitat. He felt the memo only discussed trees, and that foraging was also an issue and that additional information focused on this element of the species was very important and should be considered by the project. D. Heick noted that foraging habitat covered much of the study area and could not differentiate among alternatives; she invited E. Pandolfino to provide what additional input he might have.

III. POTENTIAL MODIFICATIONS TO PSR CORRIDOR ALIGNMENT ALTERNATIVES

Next, D. Heick proceeded with a discussion of potential modifications to the PSR corridor alignment alternatives.

Potential Modification #1 – Reroute central and southern alignments to the north for connections at Whitney Boulevard to avoid a large vernal pool complex located immediately northeast of the West Roseville Specific Plan area.

D. Heick noted that after assessment of this area, the team recommended moving the central and southern alignments north to avoid vernal pools in the vicinity. She added that the project was restricted in how it could move the alignment so as not to impact other vernal pools in the area. Eric Bryant, Placer Ranch Specific Plan, asked if Reason Farm was located in the area. D. Heick said that it was located just below this area. She said aquatic resources in the area also had to be taken into consideration with any proposed modifications. D. Heick added that another variable was avoiding City of Roseville retention basin -- the City had requested that the line be moved more easterly to avoid the basin.

SAC Comments/Questions During Potential Modification #1 Overview

D. Iacofano asked the SAC for comments on Potential Modification #1.

E. Pandolfino asked if the new alignment could run south of the vernal pools instead of north. D. Heick said a southern placement would intersect the West Roseville Specific Plan area. She added that the WRSP had been approved and there were a large number of potential 4(f) properties in this area that would create issues for an alignment.

E. Pandolfino noted that an early alignment alternative considered ran very close to Fiddymment Road, but had been eliminated because of potential impacts to the Sun City community. Jack Ritchie, South Sutter County Specific Plan, asked about the location of the "no access" area. D. Heick said that it was located between Fiddymment Road and Pleasant Grove Road. M. Quisenberry, Sutter County Agriculture Department, asked what other obstacles worked against the PSR alternatives. D. Heick said the historic ranch properties in the area could be affected. M. Quisenberry felt that if the idea were to move people more efficiently, a Fiddymment alternative would not help with traffic-flow problems in this area.

D. Heick asked J. Long to address traffic issues in this area. J. Long said that based on development planned in this vicinity, access points would be needed in order to navigate through the area (e.g., Blue Oaks and Pleasant Grove Blvd). He added that the project would have to be mindful that these access points were adequately spaced, in order to accommodate other interchanges in the area. J. Long said due to access and spacing issues identified earlier on in the project, this Fiddymment alignment had been ruled out. D. Iacofano asked J. Long to provide more detail on why it was opposed. J. Long said that pressure on policy makers from Del Webb development was the primary reason it was eliminated.

M. Quisenberry said that some of the traffic originating north of SR 65 was creating traffic issues, and he didn't believe the north routes solutions would resolve this issue.

D. Iacofano asked the SAC if other than access issues there other negatives related to this modification. M. Quisenberry said he felt the destruction of farmland was a problem. D. Iacofano said the further north the alignment pushed the more of an issue - this becomes, based on potential development.

D. Iacofano asked Fritts Golden, URS, to show (on the potential development map) which developments would be impacted by any Fiddymment Road considerations. F. Golden pointed out the following planned developments: Placer Ranch, West Roseville Specific Plan, Roseville retention basin, Roseville sphere of influence. E. Bryant asked, while considering the Least Environmentally Damaging Practical Alternative (LEDPA) and the WRSP's approval, if anything else could restrict the alignment from going any further north. E. Pandolfino said that the WRSP was not a "done deal" (he added that LAFCO would make the final decision) and that it may have to accommodate the Parkway related to this modification. D. Heick said that this would not be the best location because of overwhelming environmental issues. She added that this area was being preserved because of natural resources and would be scrutinized very closely in connection with any area plans.

E. Bryant asked J. Long about related traffic issues in this location. J. Long said that recent studies generally concluded that the northern alignments had the least traffic benefit, followed by the central alignments, and then the southern alignments, which appear to have the most traffic benefit. He added that projections identified heavy traffic volumes would be coming from several locations in the project area, such as Lincoln and Roseville. J. Long said that the most direct route had the most benefits (the project team assumed no connections at Pleasant Grove). He said that this assumption was influenced by the project's policy direction. W. Morebeck asked if less policy restrictions would open up other alternatives. J. Long responded yes to this question.

Recommendation for Potential Modification #1 – SAC concurred in general with this recommendation. (There was discussion by some SAC members as to why the southern alignment shouldn't be located adjacent to Fiddymment Road. Staff explained that in addition to the proposed West Roseville Specific Plan, there were a number of vernal pools and an historic ranch complex that would be impacted by such an alignment (see also No. 4 below). Some SAC members also expressed concern about the ability to enforce the "no access" policy in the central segment of the Parkway and about the potential disruption to farming in the area.

D. Heick reviewed the second potential modification with the SAC:

Potential Modification #2 – Eliminate northern corridor alignment from SR 70/99 to Amoruso Acres and transition it to a central and/or southern route at this location.

SAC Comments/Questions During Potential Modification #2 Overview

E. Pandolfino said he supported eliminating the northern alignment, because of growth inducement issues and other associated negative elements. E. Bryant asked if the reason for eliminating this alignment was based on impacts to Amoruso Acres. D. Heick responded no to this question. She went on to say that a straight line was assumed for any Watt Avenue extension. D. Heick said if a Watt Avenue connection happened the extension of Watt Avenue is not part of this project. A Watt connection at a more southerly location would likely reduce potential impacts related to growth inducement. She went on to say that the team was still assessing comprehensive transportation impacts in this area.

D. Heick asked if there were any SAC members who thought the northern alternative should be carried forward. E. Bryant asked if there would be other alignments considered. D. Heick said yes, but this alignment had some potential community impacts (J. Long also added traffic issues). E. Bryant asked if it were removed this early in the screening process, whether agencies might question its elimination. D. Heick said that she would be hesitant to drop it completely if agency contacts identified other merits (e.g., aquatic resources less impacted with this option). D. Iacofano added that based on this discussion it appeared that the alternative had both merits and defects, so it may need to be further assessed by several other interested parties before reaching a final decision. E. Pandolfino asked if this assumed that all the environmental resources would be preserved sufficiently with this alternative. D. Heick said no, but the project wanted to show that it made a real effort to be attentive to existing habitats and resources in this area. D. Iacofano said the project had tools available that would allow for careful evaluation of various resources and identify how to mitigate potential impacts.

Recommendation for Potential Modification #2 - SAC concurred with this recommendation. Staff and its consultants were advised to document the justification for eliminating this corridor alignment.

D. Heick reviewed Potential Modifications 3a and 3b:

Potential Modification #3a – Minimize encroachment into large wetland/vernal pool conservation area at the confluence of two main branches of Curry Creek to reduce habitat fragmentation and impacts.

D. Heick noted that the team recommended moving the central alignment somewhat north before it turned south to avoid habitat in area. D. Heick asked for any comments. SAC had no comments.

Potential Modification #3b – Adjust alignment in western segment to avoid Pleasant Grove/Sankey community and designated conservation area.

D. Heick explained that this modification to the central alignment was designed to avoid 1) existing housing in the Pleasant Grove community and 2) Natomas Basin Conservancy regarding mitigation impacts to their conservation area. She said that Natomas Basin Conservancy representatives said that they had no concerns about project impacts to the existing designated conservation area, as the site was undeveloped, and the HCP had a procedure to deal with impacts to such areas.. D. Heick said Sutter County wanted the project to stay to the north side of Sankey Road to avoid the existing Sysco facility.

SAC Comments/Questions During Potential Modification #3a-3b Overview

E. Pandolfino asked if the project would consider eliminating the Sankey Road connection. D. Heick said that the project was recommending the elimination of the northern alignment (and its connection to SR 70/99) based on screening. J. Long added that Sutter County wanted two connections along Sankey (with one mile spacing) because it considered this a major business hub. He went on to say that the project had various reasons for not eliminating this alignment at this point in time. D. Iacofano said from a planning vantage point it was optimum to have a robust selection of alternatives to substantiate that a wide range of considerations had been evaluated.

J. Ritchie asked if the Sankey Road and the North of Riego Road would be impacted by these two interchanges along the Parkway in this vicinity. D. Heick (supported by J. Long) said there was room for two interchanges, but it became more a design issue regarding how to make this work around the existing facilities (e.g., Sysco). J. Ritchie asked if the project could add an interchange located further east to maintain the one-mile spacing in the area. D. Heick said this could be done. J. Long said local conditions would have to be evaluated in order to fully assess this issue. J. Ritchie asked if there were problems in the area north of Riego (in general). D. Heick said that it came down to how much room was available to move interchanges and spacing in this area. She asked if there was any more input on this modification. There were no additional comments from the SAC.

Recommendation for Potential Modification 3a-3b

a. SAC concurred with shifting the alignment north, as described.

b. SAC concurred in shifting the central corridor northward, as described, and in avoiding Sysco and working with Natomas Basin Conservancy. Some SAC members suggested eliminating the Sankey Road connection. Staff explained that since the technical memorandum recommends eliminating the north of Sankey and south of Riego connections, eliminating the Sankey Road connection would leave but one connection to SR 70/99 to be evaluated in the EIS/EIR. Studying more than one alternative connection in the EIS/EIR will provide additional or helpful information to the decisionmakers in selecting a connection to SR 70/99.

D. Heick reviewed Potential Modifications 4a-4c:

Potential Modifications 4a-4c:

- **4a – Avoid historic ranch complex, large vernal pool areas, and future Section 4(f) properties in the West Roseville Specific Plan Area at the eastern end**
- **4b – Avoid large man-made water of the U.S. and rural residential community along the southern edge**
- **4c – Move the corridor closer to Baseline Road to minimize growth inducement**

SAC Comments/Questions During Potential Modification #4a-4c Overview

E. Bryant noted that one of the modifications (4a) paralleled the hypothetical extension of Watt Avenue. D. Heick located this area for the group on the posted map, confirming the location for E. Bryant.

D. Iacofano asked if there were any additional comments on these modifications. E. Pandolfino asked if the remaining alternatives would be located in the lower portion of the project study area. J. Long said that the “north of Baseline” alternative had not been finalized at this point in the project. D. Heick said the team was

still working with Placer County and the Agricultural Commission on this particular alignment issue. She added that the TAC recommended an adjustment of this modification. Under 4, TAC recommended eliminating the ‘bulge’ north, over the ‘water ski park’ by shifting the entire corridor north. Under 4c, TAC recommended considering another alternate to the revised southern corridor alignment in the area between Phillip Road and Baseline Road. TAC also suggested two scenarios for the part of the southern alignment parallel to Baseline Road: 1) a one-mile separation between Baseline and the corridor and 2) an alignment corridor very close to Baseline. D. Heck said that Placer County was developing a community plan for the area south of Curry Creek to the county line (Curry Creek Community Plan), and this effort might help the project with defining some parameters.

D. Iacofano asked if there were any possibilities below Baseline Road. D. Heck said no, because there was another development project planned for that area. J. Long said the PAC felt that there might be a need to establish some space between a Parkway and the community nearby. J. Ritchie asked if this area had specific conditions that required separation. J. Long said that the project was currently less restricted with spacing requirements in this area.

D. Heck asked for any additional comments.

Additional Comments/Questions During Potential Modification #4a-4c Overview

M. Quisenberry said it appeared that the least amount of impacts occurred in the southern corridor, and the most impacts in the northern corridor. He went on to say that the Placer Vineyards project south of Baseline Road would transport water into adjacent farm areas in the central part of project to mitigate irrigation problems in the area. M. Quisenberry said he felt that the central corridor detracted from this water plan. He added that the alignment line should be as close to Baseline as possible, to avoid cutting through farmland. D. Heck said she was familiar with the agricultural zoning in the area, but felt that the project needed more information related to the working farm units. W. Morebeck said that the Williamson Act contracts were very useful in defining locations of farm boundaries (D. Heck said the project was currently using this as a resource). W. Morebeck said that project must look into non-renewed parcel contracts (re Williamson Act land) to see the real status of farm properties. D. Iacofano said W. Morebeck would be a good resource to the project for locating the most accurate information.

Recommendations for Potential Modifications 4a-4c

- a. SAC generally concurred in this adjustment.*
- b. SAC concurred in gathering additional information on wetland status of water body and its potential as a mitigation site. Some SAC members recommended that the southern alignment “hug” Baseline Road.*
- c. See Baseline Road Discussion below.*

The SAC recommended the following additional direction:

The project should ensure adequate access for the Sutter Industrial area. It should also be mindful of the potential impacts to farmland being more severe in the central rather than southern alignment areas.

D. Heick reviewed the fifth potential modification with the SAC:

Potential Modification #5 – Work with Sutter and Placer County staff to more specifically identify farm units, and evaluate corridor alignments using this information to minimize impacts.

SAC Comments/Questions During Potential Modification #5 Overview

J. Ritchie asked for more information regarding the last leg of the southern alignment. D. Heick showed him on the acetate map all the remaining southern alignment variations being considered for the project. J. Ritchie asked if the re-aligned central alignment now would be altered. D. Heick showed a slight modification on the map (to the SAC). D. Iacofano recapped the alignment variations by noting that the central alignment had three scenarios, while the southern alignment had two scenarios.

Recommendation for Potential Modification #5 - SAC concurred in recommendation to identify working farms and use in screening.

IV. ADDITIONAL INPUT

D. Iacofano began a brief review of topics for additional input by the SAC. They included the following four discussion points:

- **Retain Sunset Boulevard connection?**
- **Retain north of Sankey connection?**
- **Retain south of Riego connection?**
- **The distance of the southern alignment from Baseline Road.**

SAC Comments/Questions During Additional Input Discussion

J. Long had a comment regarding whether to retain the south of Riego connection. He said that there were issues related to this connection being discussed as part of a joint visioning process between Sacramento County and the City of Sacramento. E. Pandolfino said he understood that the south of Riego interchange was not a preferred interchange. W. Morebeck noted that this connection was not located in an overly developed area (north of Del Paso Road). J. Long said that a buffer was being considered by Sacramento in this area. W. Morebeck said he thought that Elkhorn Blvd. to the Sacramento County Line was the correct buffer area. He said that this area was identified as a potential growth area and both the city and county would probably be recommending a buffer. W. Morebeck said he favored this alignment. J. Long said that it handled traffic most efficiently. E. Pandolfino said he felt that the south of Riego connection shouldn't be eliminated while the County and City visioning process was still underway. D. Heick asked E. Pandolfino if he was recommending keeping it alive until policy direction was clearer (he said yes.). He said that preserving the industrial area in Sutter County was important and it appeared the county preferred this alignment. The SAC recommend more discussions with the county (and discouraged eliminating this connection at this point in the project).

D. Heick shared a comment made by Rick Dondro, Placer County Public Works, at the last TAC meeting regarding the southern alignment as it headed toward Baseline Road. R. Dondro had suggested that a more diagonal direction be considered for this alignment (it would be angled across the study area in a southwesterly direction). D. Heick said the project team told him they would study this recommendation and get back to him. E. Pandolfino asked if R. Dondro had discussed this potential modification with Placer County Planning. (D. Heick said she expected him to be at the upcoming PAC meeting to discuss this in further detail.)

W. Morebeck said the he felt the main intent of the project was moving people efficiently from north to south. J. Long said he understood this concern and noted that the project was assessing this issue. D. Iacofano asked J. Long if he had a map (of the project study area) that he could share with SAC to aid this discussion. J. Long said that this area was still being studied, and he didn't have a map of the area that could be shared with the SAC during this meeting. W. Morebeck said that the original policy direction indicated that efficient movement of goods and services along I-80 was an issue. He added that the Sacramento airport primarily used this route, but currently didn't move a large volume of goods/services. W. Morebeck added that he felt this policy was based on flawed thinking and should be revisited.

D. Iacofano said that this issue should be mapped out so it can be studied with more precision. J. Long said that the project data came from current information collected from counties in the study area related to growth and traffic projections. G. Alves, Rural Lincoln MAC, noted the project needed to carefully scrutinize the reality of the current growth statistics in the vicinity of the major interchanges. D. Iacofano said it was important to get a handle on this issue and verify the existing data. He felt the project would need some clarity in order to determine if it was fully and correctly evaluating this matter (in other words, could there be any other way to look at this issue).

Other Comments/Questions

E. Pandolfino asked about the issue of prohibiting off ramps (D. Heick said that this would be discussed later during the meeting).

E. Bryant asked what the TAC recommendations where related to this topic. D. Heick shared the following information:

- TAC recommended Sunset Boulevard connection no longer be considered.
- TAC recommended a north of Sankey Road connection no longer be considered (as it is eliminated when the northern alignment is eliminated).
- TAC recommended waiting to make a final decision on the south of Riego Road connection. pending discussions with Sacramento County and the City of Sacramento.
- TAC recommended considering two Baseline Road alternatives for the southern alignment – one a mile north and one hugging Baseline.

Recommendations Related to Additional Input – The SAC concurred in the TAC recommendations below, except as noted:

- *Eliminate Sunset Boulevard as a potential connection to SR 65. All alternative corridor termini would be at Whitney Avenue. This direction was based on the Whitney connection having fewer environmental impacts, and TAC's observation that a full freeway interchange could not be accommodated at Sunset. Any potential connection between SR 65 and the Parkway along Sunset would be via local expressway or arterial that connected to the Parkway at Fiddymont Road or Foothills Boulevard.*
- *Eliminate the south of Riego connection at SR 70/99 -- only after discussions with Sacramento and Sacramento County. Sutter County staff recommended its elimination. Issues involve potential*

growth inducement and an urban separator. One SAC member suggested keeping this connection alternative until policy direction is more definitive, and to have further discussions with Sacramento County and City, and Natomas Basin Conservancy regarding their development buffer objectives in this area and whether they were compatible with a Parkway connection.

- *The TAC agreed that direction to eliminate the western portion of the northern corridor alignment alternative (discussed in A above) would eliminate the North of Sankey connection.*

V. OTHER POTENTIAL MODIFICATIONS

D. Iacofano began a brief review of topic of other potential modifications discussed at the TAC. They included the following topics:

- **Alternate diagonal southern alignment route between Phillip Road and Baseline Road**
- **Two scenarios for Baseline Road separator: a) 1-mile and b) closer to Baseline. Look at impact on farm units.**
- **Coordinate with Natomas Basin Conservancy re: property on Riego Road**
- **Consider future SR 70/99 traffic levels and the effect on the number of lanes needed – how far apart to construct bridge abutments on SR 70/99**

D. Iacofano asked if the SAC had additional comments. No additional comments from the SAC, beyond what was said earlier.

Recommendations Related to Other Potential Modifications - SAC concurred with the following recommendations provided by the TAC:

- *Consider an alternate to the revised southern corridor alignment between Phillip Road and Baseline Road. This alternate leg of the alignment would angle cross the study area in a southwesterly direction, rather than in a north/south direction (a modification to 4a above). No additional SAC input on this item.*
- *Review two scenarios for Baseline Road/corridor separation: 1) a one mile separation between Baseline and the corridor and 2) one with a corridor closer to Baseline. The review was to be based, at least partially, on farm unit impacts. Some SAC members expressed a preference for an alignment closer to Baseline Road.*
- *Coordinate with the Natomas Basin Conservancy regarding how to avoid or mitigate a conflict with designated but undeveloped conservation property on Sankey Road north of the Sysco distribution center (same as 3b above). No additional SAC input on this item.*
- *Consider future SR70/99 traffic levels and the effect on the number of lanes needed and how far apart to construct bridge abutments. No additional SAC input on this item.*

VI. GOALS/POLICY ISSUES & INPUT

Stan Tidman provided background on why particular policies existed, and asked the SAC to revisit various goals and policy issues. He explained that the purpose of this discussion was to generate feedback to bring forward to the PAC and the PCTPA Board. S. Tidman provided an update on questions and comments generated by the PAC at their last meeting in September 2003:

- Several PAC members expressed skepticism about if “no access” would be enforceable or be appropriate to handle traffic/land issues. Others questioned if the “no development” buffer would actually limit development and mitigate growth inducement.
- Sierra Club and ECOS both sent letters to PCTPA asked the project to analyze an alternate with more access in the central segment.
- SACOG was concerned whether the project could ensure a “no development” policy and access restrictions through use of the buffer zone.
- Peter Hill met with the project team and expressed his concern related to issues of access and growth inducement (specifically the Watt Avenue connection and growth implications related to Sacramento).

S. Tidman reported that the TAC recommended not altering any policy (and supported all goals). He went on to say that the TAC recommended revising the language of the “no access” concept in the goals and policies so it would be less ambiguous. He added that regarding the “no development” buffer issue, the TAC agreed that the buffer size and location needed to be flexible and should be related to performance standards.

SAC Comments/Questions During Goals/Policy Issues & Input Overview

“No Access” – Fiddlyment to Pleasant Grove (except potential Watt Avenue)

E. Pandolfino said he felt it was unrealistic to think there would never be any on/off ramps in the central segment. He added that this would only inconvenience community members and not mitigate growth, and it seemed the entire project is resting on SACOG’s desire that this no access provision be included in the project. He concluded that the most important project goal was choosing the best route. D. Iacofano asked whether there was a method to analyze access-related impacts to come to a definitive decision regarding on/off ramps.

J. Long noted that the project currently had 4 local interchanges to consider and if a multitude of interchanges were open for assessment, the project could end up with another potential 7 options—and that this dialogue was purely speculative without clear policy direction/discussion.

There was general discussion regarding the need for a technical assessment of interchanges. D. Heick stated that the Federal Highway Authority (FHWA) stressed that a thorough technical assessment was a process that needed to be worked through diligently. J. Long said this also touched on another real challenge, related to potential traffic accommodation and growth inducement implications in the project area. He said this could potentially be difficult to accommodate. W. Morebeck concurred with E. Pandolfino (and his earlier point) and felt that everything would ultimately hinge on the final location of the alignment. D. Iacofano asked if the SAC favored the southern alignment (to alleviate traffic). E. Bryant said that the project wouldn’t know where the connections would be until the final alignment was adopted. J. Ritchie cautioned that if you limited access this might be a disincentive to people using the Parkway. G. Alves said he’d be in favor of looking at additional interchanges as long as it didn’t jeopardize the project process.

Recommendation Related to No Access – SAC concurred with the TAC recommendation of not making any changes to the ‘No Access except a potential Watt Avenue connection’ policy. Additional comments asked the project to consider if the no access policy would really be enforceable (due to planned development in the vicinity).

The SAC shared these additional comments: Concern was expressed regarding the project’s ability to accurately evaluate the environmental affects of future interchanges.

“No Development” Buffer

D. Heick said when the project was first conceived there was little development planned in the project area, but now this has changed. Now a consideration was whether the buffer still made sense in areas where development is planned nearby. D. Heick said that the TAC recommended not making any changes to the provision, but suggested adding performance measures to implement this policy in areas where additional development is planned. E. Pandolfino said if you had development in the vicinity, it wouldn’t work. He added that the wide buffer didn’t make sense from a highway or environmental vantage point if there is development planned. E. Pandolfino said he did not recommend the buffer. E. Bryant said this ran counter to the existing policy.

D. Iacofano reviewed several of the original project goals with the SAC: 1) visual design, 2) habitat value that could be created, and 3) preserving the central corridor area’s open space area. J. Long said that these goals were based on development in the industrial area and potential future access needs. He went on to say that FHWA required that a buffer be considered as part of the Tier 1 process since it was in the MTP. E. Bryant said that the project should check with Placer County on what current plans might possibly affect the project’s goals related to the buffer. E. Pandolfino suggested that perhaps some areas could be flexibly designed to include easements in potentially impacted areas. D. Heick said she recently attended a meeting with Placer County, and they asked if the project could be flexible about the size of the buffer. J. Ritchie said maybe the buffer should conform more realistically to the existing area. D. Heick said that everyone must be mindful that this was a Tier 1 process. She noted that the project wanted to be flexible without having to re-open a policy issue.

D. Iacofano asked if the corridor could preserve a particular buffer zone (say 1000 foot) to leverage larger acreages so that from a habitat design perspective this would be a more acceptable approach. This would provide an opportunity to work with local resource agencies (this could happen later in the project, during Tier 2 or the design phase). He went onto say that if it were framed this way, it would provide more advantages for the project related to future negotiations. J. Long said the project would need to clearly define the costs of land acquisition for the buffer. E. Bryant asked who would own this right of way. Celia McAdam, Executive Director of PCTPA, said that since this is only a Tier 1 process, that hasn’t been fully determined. She said it might be the South Placer Regional Transportation Authority (SPRTA) or Placer County, or perhaps a land trust entity. C. McAdam said that after Tier 1, the project would be allowed to begin the process of land acquisition or easements. She said an important concern was acquiring the right of way as soon as feasible because of escalating costs.

Recommendation Related to No Development Buffer - SAC concurred with the TAC recommendation of not making any changes to this policy. Agreed that the buffer size and location should be flexible and related to performance standards of meeting other policy objectives.

VII. OTHER ITEMS/CORRECTIONS

D. Heick asked that the SAC transmit to her any additional comment or corrections to the Technical Memorandum. No corrections or additional comments were made during this point in the meeting.

VIII. CONCLUSIONS & NEXT STEPS

- a. Summary of Decisions – See Meeting Summary at beginning of Meeting Minutes.
- b. Future Actions – SAC (and TAC) recommendations to be taken to PAC for direction. Other alternatives to be evaluated.
- c. Other Issues – None raised.

Meeting adjourned at 4:00 PM.



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items

Final 8-04-04

Meeting Description: Placer Parkway Corridor Preservation – Study Advisory Committee Meeting #5

Meeting Date: June 3, 2004

Minutes Date: August 4, 2004 **Location:** City of Roseville Corporate Yard

Persons Attending

Name	Affiliation	Name	Affiliation
Tom Brinkman	Placer County Public Works Department	Jack Ritchie	Lennar Properties
William Morebeck	Placer County Agricultural Commission	Julie Hanson	KT Development (proposed De La Salle University)
Scott Gandler	City of Roseville Public Works	Celia McAdam	PCTPA, Executive Director
Carl Walker	City of Lincoln Public Works Department	Stan Tidman	PCTPA, Project Manager
Gordon Garry	SACOG, Research & Analysis	Fritts Golden	URS, Environmental Manager
Leland Dong	FHWA, Engineering & Environmental	Denise Heick	URS, Project Manager
David Wade	Public Attendee representing Brookfield (proposed University Park)	Garry Horton	URS, Engineering Task Manager
Ernie McPherson	Roseville Coalition of Neighborhood Associations (RCONA)	John Long	DKS Associates, Traffic
Jack Wallace	Roseville Coalition of Neighborhood Associations (RCONA)	Daniel Iacofano	MIG, Public Outreach
Jeff Clark	Sacramento Department of Public Works - Transportation	Sharon Kyle	MIG, Public Outreach
Joan Powell	Sun City Roseville Homeowners Association	Vikrant Sood	MIG, Public Outreach
Eric Bryant	Proposed Placer Ranch Specific Plan	Markus De Luca	Member of the Public, representing De La Salle University
Gary Sweeten	FHWA, Environmental	Tim Kwan	Member of the Public – property owner near the landfill
John Tallman	West Roseville Specific Plan		
Minutes			

Purpose

To provide feedback on potential corridors and interchanges to study in the EIS/EIR.

I. INTRODUCTIONS

C. McAdam welcomed SAC members and people in the audience. She asked everyone to introduce themselves before beginning the meeting.

II. ADDITIONAL DATA REQUESTED BY ADVISORY COMMITTEES

S. Tidman gave an overview of the discussion and recommendations developed at previous TAC, SAC, and PAC meetings on the Technical Memorandum – Screening Evaluation of PSR Alternatives and goal/policy review items. The

May 17 Status Report sent to all advisory committee members focused on the following topics and project team follow-up:

Water Ski/Catfish Farm Research—TAC asked the project team to determine if this property (located half-mile north of Baseline Road and immediately east of Locust Road) qualified as a Section 404 jurisdictional wetland (protected by the federal Clean Water Act). Based on an aerial photos (1962 and 1975) evaluation, the project team’s biologists concluded (see Attachment C) that the water feature may have originally been constructed in a seasonal wetland that is isolated by approximately 0.5 miles from the nearest stream. The U.S. Army Corps of Engineers will make a final determination.

Baseline Road Segment Analysis—SAC and TAC requested that two corridor scenarios be evaluated parallel to Baseline Road: 1) a corridor alignment immediately north, and 2) a corridor alignment approximately one-mile north (see Figures 1 and 2). The one closer to Baseline Road had more potential environmental impacts than the one further to the north. These impacts were to vernal pools and Country Acres (an existing rural residential community). Two additional variations of the one-mile north scenario were also evaluated: a) corridor centerline – one mile north of Baseline, and b) north corridor edge – one mile north. The northern-most corridor had the least amount of potential environmental impacts.

Working Farm Units—A recommendation in the Technical Memorandum (and with a concurrence of the advisory committees) stressed the need for better information on working farm units and the screening process. The project team coordinated with the staffs of Placer and Sutter County Agricultural Departments. A working farm unit is defined as “a distinct agricultural property (that may consist of multiple parcels of land) that is being farmed or managed by one individual, family or company.” The working farm boundaries are shown on the map mailed out with the May 21 Status Report follow-up. This information will be used in screening process.

Growth Inducement Definition—The PAC requested a definition of “growth inducement” and clarifications in the Technical Memorandum. The project team used Caltrans guidance (Caltrans Environmental Handbook). Attachment D summarizes this. This will be added to the Technical Memorandum along with growth inducement clarifications.

South of Riego Parkway Connection with SR 70/99—The Technical Memorandum recommended that the potential SR 70/99 connection -- south of Riego Road be eliminated. The TAC agreed only if the City of Sacramento and the County of Sacramento concurred. The project team met with City and County representatives. They agreed that potential connection should be eliminated because of their pending general plan amendment -- Natomas Vision. It would create a one-mile-wide ‘urban separator’ south of the Sacramento/Sutter County Line. They felt that a potential SR 70/99 connection would be growth inducing.

Clarification of the “No Access” and “No Development Buffer” Goals/Policies.—Concerns were raised by several advisory committee members and developers about two project provisions: 1) the access restriction between Fiddymont and Pleasant Grove Roads and 2) the width of the no development buffer along the future Parkway. Starting last January, the project team outlined and discussed these with each of the three advisory committees. Based on TAC input to maintain consistency with SACOG’s MTP, each advisory committee agreed these provisions should not be revisited during the course of the Corridor Preservation project. However, the advisory committees agreed that several clarifications would improve the meaning of these provisions. Attachment E contains the original goal/policy text and suggested clarifications based on advisory committee direction. This includes PAC discussion on potential locations and greater flexibility for a Watt Ave. connection.

E. Bryant (proposed Placer Ranch Specific Plan representative) asked about the no development buffer clarification in Attachment E. He noted the revised access information -- but did not see anything on the potential for a narrower buffer. S. Tidman referred him to the goal on growth-inducement. He said additional clarifying information would be added on the proposed urban development in agricultural areas and the potential for reduced buffer widths.

III. MODIFIED NEPA 404 PROCESS UPDATE

S. Tidman summarized a series of meetings with the U.S. Army Corps of Engineers (USACOE) and U.S. Environmental Protection Agency (USEPA) to coordinate and consult on Clean Water Act Section 404 issues related to aquatic resources. The goal was to ensure early coordination/consultation to address as many issues as possible during the Tier 1 process. This work should streamline later environmental reviews by adding some certainty for permitting future Parkway design/construction phases.

He summarized two recent meetings. An April 1 agreement was reached on the process to review, clarify, and concur on key project milestones, such as the Purpose and Need Statement. At this meeting, the project team made it clear to USACOE and USEPA that the project objective was to identify one corridor and it needs to be the LEDPA (Least Environmentally Damaging Practicable Alternative). USACOE and USEPA acknowledged this objective – but indicated they could not guarantee that there would be one LEDPA corridor – there may be more than one. A May meeting addressed the draft Purpose and Need Statement. It outlines the problem and ways to solve it. During this work, the project team has worked to help USEPA San Francisco staff to understand regional transportation problems and growth issues. There is a meeting on June 7 to complete this review. Monthly meetings are set through August to address additional milestones. USACOE and USEPA concurrence on these milestones is key to maintaining the project schedule and budget.

G. Garry (SACOG) asked about EPA and ACOE staff turnover and, if any, had it affected the process to date. S. Tidman said there had been none to date.

IV. CORRIDOR ALIGNMENT ALTERNATIVES

4(a) – Modified PSR Corridors

4(b) – Additional Potential Corridors Identified

4(c) – Potential Corridors to Study in the EIS/EIR

D. Heick gave an overview of the 3-step corridor alternatives process. She noted the May 17 Status Report emailed to SAC members. Attachment A contains TAC, SAC, and PAC comments/direction on the Technical Memorandum – Screening Evaluation of PSR Alternatives. She also described the May 21 supplemental information, mailed to SAC members, including the Revised Environmental Screening Data spreadsheet and Figures 1 (Draft Potential Corridor Alternatives for EIS/EIR Evaluation) & 2 (Additional Corridor Alternatives Evaluated). The spreadsheet lists the three sets of corridor alternatives and calculates the affected acreages of the screening data contained in the Technical Memorandum (biological resources, socioeconomic resources, cultural resources, floodplains, farmland, and hazardous materials/wastes).

- a) “Modified PSR Alternatives”. Eleven combinations of corridor alternatives and State Highway connections from the 2001 PSR were evaluated by screening them through the environmental screening data (see the spreadsheet) by GIS layer. To illustrate the process, she showed (via Power Point and CommunityViz) how the PSR corridor alternatives were adjusted north and west to avoid or minimize vernal pool impacts.
- b) “Additional Potential Corridors Identified”. Based on this work and advisory committee direction (Attachment A), 11 more combinations of corridor alternatives and State Highway connections were identified. For example the potential Sunset connection at SR 65 (identified in the PSR) was eliminated. She used biological resources and community resource data parameters, the spreadsheet, and Figure 2 to review each corridor alternative.
- c) “Potential Corridors to Study in the EIS/EIR”. Three corridor alternatives were identified and evaluated (see Figure 1 and the spreadsheet). Two more issues were used to focus these: 1) Least Environmentally Damaging Practicable Alternative (LEDPA), satisfying the Purpose and Need Statement and identifying the

least impacts on waters of the U.S., and 2) new Caltrans interchange direction that will result in larger right-of-way areas to accommodate high-speed, free-to-freeway connections.

G. Garry asked if the interchange direction was a state-wide standard. G. Horton responded that it was based on a meeting with John Steele, Caltrans HQ geometrician. The direction is based on capacity and safety concerns.

G. Garry inquired about the effect on SR 70/99 interchanges. D. Heick provided a brief description of the effects, based on Caltrans direction. The North of Riego interchange shifted southward, to avoid conflicting with an interchange at Sankey Road. This would put the North of Riego interchange closer to the future Riego Road interchange. However, the Parkway and 70/99 interchange could be ‘braided’ to avoid conflict. She said the project team was still working through the issues with Sutter County. Before identifying an interchange solution, a possible (assumed) local roadway network would have to be developed.

E. Bryant asked if this Caltrans direction would eliminate the future interchange at Riego Road. D. Heick said no. However, there would be no Parkway access from the Riego Road interchange. Access to the Parkway from Riego Road would be via the local road system to one of the ‘local’ Sutter County interchanges.

There was a discussion regarding potential additional development areas to the north identified by the Blueprint process. D. Heick said based on the team’s understanding of work by Placer Legacy (Alternative Conservation Opportunities Area Plan) and Placer County’s Visioning Plan, neither indicated development occurring north of the northern most Parkway project alignment.

SAC member John Tallman, asked whether shifting the North of Riego – North of Baseline alternative onto Riego Road should be done to avoid congestion at SR 70/99. J. Long said this would affect local circulation, and that the PAC had long ago rejected this idea.

D. Heick indicated the current set of corridor alternatives no longer consider a potential SR 70/99 connection south of Riego. The project team, following advisory committee direction, met with City of Sacramento and Sacramento County. The City and the County staff recommended the connection be eliminated because of its growth-inducing potential. The City and County are processing the Natomas Vision that would create a one-mile urban separator south of the Sutter/Sacramento County line.

She also mentioned an approximate 20-acre ‘wetland’ feature near the Placer/Sutter County line that appears to be actively farmed. The project team would explore this and, if not a wetland, would revise the spreadsheet. It would bring the “North of Riego – North of Baseline” corridor alternative’s wetland impact total more in line with the other two alternatives.

D. Heick shared TAC direction to explore another segment on the “Sankey – North of De LaSalle” corridor alternative. This would eliminate the Sankey connection with a north-south segment along the Placer/Sutter County line (Locust Rd.) to north of Riego Rd. The spreadsheet (“North Riego – North of De LaSalle”) shows this option.

J. Ritchie (Lennar Properties) asked why the potential North of Riego interchange was moved south (closer to Riego Rd.) and not to the north. D. Heick said that moving it north would create spacing problems along SR 70/99 with a Sankey Rd. interchange.

D. Heick then compared the three “Draft Potential Corridor Alternatives for EIS/EIR Evaluation” to the following environmental data map layers (with specific comments on some):

- Special Status Species Habitat
- Riparian, Wetland and Conservation Areas

- Vernal Pool Critical Habitat (most corridors avoid)
- Vernal Pool Complexes (only minimum impacts)
- Socioeconomic Resources (clips HydroPower site, minimizes Reason Farm impacts and much of the vicinity vernal pool complexes, need more information on Roseville’s Swainson’s Hawk mitigation area, impacts scattered residences, allows only one ‘local’ interchange along Sankey, and allows two locals along the north of Riego segment)
- Cultural Resources
- Floodplains (there appear to be no definitive “Sankey Gap” closure plans, which would result in expensive improvements in the 100-year floodplain)
- Hazardous Waste
- Farmland Designations (each corridor alternative does a better job of preserving farmland)
- Potential Major Development Areas (affects the west edge of the adopted West Roseville Specific Plan, pretty consistent with proposed Placer Ranch Specific Plan’s features and constraints, two corridor alternatives affect the proposed De LaSalle University project area, potential proposed Brookfield and Blue Oaks involve vernal pool concerns)

G. Garry summarized SACOG’s Blueprint project. The Blueprint scenario likely to be adopted by the SACOG Board shows more urban development north of Baseline/Riego. He asked if this additional development should be considered for the Parkway project.

D. Heick noted that the North of De LaSalle corridor alternative segment was similar to Placer County’s proposed ‘growth boundary’. This boundary, from the proposed Habitat Conservation Plan and the Natural Communities Conservation Plan, would foster conservation opportunity areas to the north and urban development opportunities to the south. She added that PCTPA and member jurisdictions have participated in the Blueprint process. However, the Blueprint’s “Placer Parkway” has several varying options such as a southern alignment with more access points on the central segment. This arrangement is not consistent with adopted PCTPA or SACOG Board policies for the Parkway project. It would conflict with the project’s purpose and need, including its intent to be a high-speed and limited access regional transportation facility.

C. McAdam said PCTPA has had an on-going dialogue with SACOG about the Blueprint and environmental constraints. She described the Blueprint project as a visioning process. Before final approval, it would need environmental clearance. She said the Blueprint scenarios show Parkway options that we already know are not environmentally sound. SACOG wants to move forward.

D. Iacofano asked how SACOG saw the Blueprint process coordinating with the Parkway’s corridor preservation planning efforts. G. Garry said the SACOG Board was scheduled to adopt the Blueprint in December 2004. It would be a land use plan supported by transportation policies and priorities. A number of roadway and transit options were designed to test major facilities like the Placer Parkway. The Blueprint was not laying out an alignment – but providing land use and transportation priorities. He said the Blueprint would only be a success if local jurisdictions adopted and implemented it.

D. Heick said she understood a Blueprint scenario included a more northerly Parkway alignment. G. Garry said yes. D. Heick said the project’s corridor alternatives screening process recommended elimination of the northern PSR corridor alternative.

D. Iacofano asked what the Blueprint’s vision is for the Placer Parkway. G. Garry said there was no consensus. Two visions have been discussed: 1) to act as a buffer between open space and urban development or 2) as a ‘main street’ for pending western Placer County development with multiple access points especially if there were to be development north

of the Parkway. D. Heick re-iterated her point about the inconsistency with the project's purpose and need and goals/policies.

M. De Luca (public attendee -- De LaSalle University and Community Specific Plan) mentioned the County's proposed Curry Creek Community Plan and potential development south of Pleasant Grove Creek. He questioned whether the Parkway's limited access policy in this segment was realistic.

D. Heick re-counted the extensive policy review just completed by the three advisory committees on limited access between Fiddymnt Rd. and Pleasant Grove Rd. The direction was clear – there would be no more than one potential connection along in the central segment.

D. Iacofano remarked that, with good coordination between the Blueprint and Parkway corridor preservation projects, the "business-as-usual" approach to development with urban sprawl could be avoided. The Blueprint's land use scenarios and the Parkway's limited access provisions in this area could be a unique opportunity for something better.

L. Dong said that while there had been no discussion of the Curry Creek Community Plan, local roadways could cross over the Parkway without having direct access. D. Heick indicated the community plan would have a local circulation plan and could address Parkway restrictions.

G. Garry said one of the Blueprint's vision for the Parkway was for a potential 'main street' – a larger facility – up to 6 lanes. D. Heick said the Parkway was initially planned to be 4-lanes and could be expanded to 6 lanes. More access, such as may be implied by a "main street" did not meet the purpose and need or advisory committee direction.

D. Iacofano asked if any SAC member could identify any 'fatal flaws' with the alternatives. J. Tallman thought the Parkway corridor should be on or closer to Baseline/Riego. He felt that none of the potential alternatives addressed current traffic problems on Baseline/Riego. And, if Parkway traffic merged with Baseline/Riego traffic from Placer Vineyards and the West Roseville Specific Plan, it would create a horrific traffic situation.

J. Long said through the Conceptual Plan and PSR processes, the PAC gave staff clear direction not to have the Parkway on the Baseline/Riego alignment. They directed that it should be to the north – but did not specify how far north. They wanted to maintain Baseline and Riego for local traffic. He said having multiple interchanges at SR 70/99 would be better for traffic flows. He said the two connected interchanges would be 'braided' with adequate distances for decision making. He added that Baseline eventually would be 6 lanes with access points every ½-mile or so.

D. Heick added that the Purpose and Need Statement emphasized the Parkway connection between SR 65 and SR 70/99. The Parkway is not intended for local circulation. T. Brinkman said there was no local roadway plan for the proposed Curry Creek Community Plan. D. Heick said the Blueprint scenarios proposed a lot of urban development in this area. The proposed community plan could be a part of it. The Tier 1 process would take 2 to 3 more years to complete. By that time, there would be more certainty about development. She stressed the need to preserve reasonable corridors through the area so the Parkway would not be precluded by urban development.

J. Tallman indicated he thought the potential Parkway interchange north of Riego and the future Riego Rd. interchange were too close. J. Long did not agree. More information would be provided. G. Horton said the two interchanges would have adequate merge/weave lanes and would be much more efficient. J. Long said access to Sutter County's future industrial area was a major consideration. The County felt that one interchange would limit accessibility.

E. Bryant asked if there would be any difference in travel time and whether cost differences had been estimated. J. Long said the Technical Memorandum had travel time information. He said the latest set of alternatives would have fairly little travel time variation. No costs had been identified to date. D. Heick mentioned that the potential Sankey Rd. interchange and segment to the east would be more costly because of the floodplain.

M. De Luca raised concerns with the yellow alignment (“North Riego – South De LaSalle”) corridor alternative. He said the proposed development was to be a pedestrian-oriented community with high residential densities. Planning this development would be hard to do with a 6-lane highway going through the community. He asked about the PSR’s northern corridor alternative (parallel to Sunset Blvd. West and then connected with SR 70/99 north of Sankey Rd.).

D. Heick recapped action on the PSR northern corridor alternative. It had been evaluated and eliminated based on the Technical Memorandum and advisory committee direction. She said the latest current corridor alternatives were all better. M. De Luca felt the “yellow alignment” did not address biological resource and drainage problems. D. Heick used the CommunityViz program to illustrate vicinity resources and impacts – particularly the number and location of stream crossings. She followed up by saying the advisory committees specifically asked for more ‘direct’ routes between SR 65 and SR 70/99. She noted that neither the proposed Placer Ranch nor De LaSalle projects had been permitted. Placer County was trying to preserve options for a Parkway corridor.

J. Hanson said the yellow corridor alignment was most problematic for De LaSalle. The developer was trying to observe Blueprint objectives of greater densities and ‘walkability’. It would go through the central plan area. She said Placer County was trying to bridge the gap. In meetings, the County wants to preserve alignments through the proposed project. The blue (“Sankey – North De LaSalle”) corridor alternative would be the least “awful.”

W. Morebeck (Placer County Agricultural Commission) preferred the southern alignment because it had less impact on agriculture. His first preference would be for the corridor to be on Baseline Rd. He added that having two interchanges near Riego would be a nightmare. One interchange would be better than two. He asked where an example existed and if it worked.

J. Clark said if I-80 and Truxel Rd. had braided ramps, traffic would be much better. J. Long said one major interchange would not be good for traffic flow. He said Caltrans preferred less concentration.

D. Heick referred to the active farming units map and said that in Sutter County, Sankey Rd. acted as a dividing line between farms. A potential connection there would have no affect. In the southwest, a Parkway connection north of Riego would divide farms – but much of this area is already zoned for commercial/industrial uses. D. Iacofano noted that no one corridor alternative meets all criteria – each is a series of trade-offs. Joan Powell (Sun City – Roseville Homeowners Association) thought the northern corridor alternative (“Sankey – North of De LaSalle”) would be better for commuters.

E. Bryant said Riego would carry more traffic than Sankey. He asked why the 70/99 connection could not be moved north – closer to Sankey. D. Heick used CommunityViz to illustrate Pleasant Grove community impacts if this option were pursued.

4(d) -- Potential Interchange at Watt Ave.

D. Heick introduced the project team’s approach to explore a potential Watt Ave. connection. The environmental review would have to analyze the impacts of a potential connection in the central segment. The question was where such a connection might occur. The project team wants to identify the limits of reasonable locations and present the ‘worst’ case. She re-iterated that identifying and evaluating a Watt Ave. extension is not a part of the project.

J. Long summarized the proposed process. He said there would be a lot of uncertainty. The environmental review would identify a minimum number of possible locations where Watt Ave. might connect to each corridor alternative. To do this, assumptions for a local roadway system will have to be made. The TAC would help to make the estimation of this system. Then, sensitivity tests would be conducted for the various potential connections based on the assumed local circulation system. Changes in travel time would then be determined. The project team will meet with Roseville and Placer County staff. The results would be shared with the TAC and then the SAC.

M. De Luca felt if the Watt connection were too far north, there would be biological resource concerns.

V. CONCLUSIONS AND NEXT STEPS

Summary of Decisions and Future Action

- More TAC and SAC meetings will be scheduled. Each member will be notified.
- There will be August 23 and 26 public meetings in Roseville and Pleasant Grove to review the corridor alternatives to be evaluated in the EIS/EIR.
- The project team was directed to coordinate with SACOG's Blueprint scenario for the Parkway as a "main street" concept and the southern alignment (consistent with adopted Parkway goals).
- The project team was directed to further assess conflicts from the diagonal alignment relative to De La Salle versus a "more direct alignment."
- The project team was directed to get more information on the 70/99 interchange's proximity to Riego Road (with respect to potential traffic congestion at this location).
- The project team was directed to continue discussion with Placer County Agricultural Commission regarding potential agricultural issues.
- The project team promised to keep the SAC informed regarding all upcoming project developments.



Meeting Minutes & Action Items

Final: 05-26-06

Meeting Description:		Placer Parkway Corridor Preservation – Study Advisory Committee Meeting #6	
Meeting Date:		August 25, 2005	Location: Roseville Corporation Yard
Persons Attending			
Name	Affiliation	Name	Affiliation
SAC Members:			
Bill Moore	City of Roseville Public Works Department	Dan Mason	Sacramento Metro Chamber
Rob Jensen	City of Roseville Public Works Department	Joan Powell	Sun City CRC Representative
Lisa Wilson	Sutter County Planning Department	Dave Butler	Sacramento Metro Chamber of Commerce
William Morebeck	Placer County Agricultural Commission	Eric Tattersall	US Fish and Wildlife Service
Ernie McPherson	Roseville Coalition of Neighborhood Associations	Julie Hanson	KT Development
John Costa	Building Industry Association – Superior California	Terry Davis	Sierra Club of Placer County
Eric Bryant	Proposed Placer Ranch Specific Plan	Jack A. Ritchie	Proposed South Sutter County Specific Plan
John Deeter	Environmental Council of Sacramento	Loren Clark	Placer County Planning Dept.
Jeff Finn	California Department of Fish and Game	Tom Brinkman	Placer County Public Works Department
Staff:			
Celia McAdams	PCTPA, Executive Director	Stan Tidman	PCTPA, Project Manger
Joanne Koegel	Koegel & Associates	Denise Heick	URS, Project Manager
John Long	DKS Associates, Traffic Task Manager	Gary Horton	URS, Engineering Task Manager
Vikrant Sood	MIG, Public Outreach		
Interested Parties:			
Jim Williams	Williams and Paddon	Gunther Boccius	Public – Centex Homes
Marcus Lo Duca	Representing KT Communities	Kyriakos Tsakopoulos	KT Communities
Ed Armstrong	Foothill Associates	Deanne Green	Brookfield Land
Kate Kirsh	Foothill Associates	Mark Rayback	Wood Rodgers
Ken Whitney	Foothill Associates		

1. Meeting Purpose

The purpose of the meeting was to obtain SAC input and recommendations on the screening results for the two Foothill Associates' alignments along with TAC input and recommendations, the draft revised second cumulative development scenario for the EIS/EIR analysis, and an update on coordination with federal resource agencies.

Placer County Transportation Planning Agency (PCTPA) staff and consultants provided the following handouts at the meeting (these handouts were also made available on URS Corporation's (URS) ftp site before the meeting):

- Benefits and Drawbacks of Foothill Alignments and TAC Recommendations
- Foothill Associates Report, December 10, 2004
- Environmental Screening Data (matrix)
- Foothill Alignment Alternatives (map)
- PCTPA and Foothill Associates corridors (map)
- Draft Planned and Programmed Major Transportation Improvements and Development Projects (map)
- Draft Development Scenarios for Western Placer County EIRs (matrix)
- Purpose and Need
- Screening Criteria for modified NEPA/404 process
- Current EPA Proposals for Avoidance Alternatives

Celia McAdams, Executive Director, PCTPA, opened the meeting and welcomed the members to the 6th SAC meeting. Joanne Koegel, meeting facilitator, asked for introductions and provided an overview of the agenda. Stan Tidman did a brief project update including purpose and need; environmental review; the four recommended corridor alignment corridors (August 2004), and project issues (tiering, resource agency coordination, pending urban development proposals, and scheduling).

2. Foothill Associates Alignment Screening

A. Background

Denise Heick (URS) explained how she would address this agenda item – background, TAC meeting and results, specific benefits/drawbacks, and then ask for SAC input. She began, using a map, by orienting the SAC to the four recommended corridor alignment alternatives via the 2003/2004 screening process and the additional ones evaluated by Foothill Associates (Foothill).

The four corridor alignment alternatives recommended for analysis in the Tier 1 EIS/EIR by the Advisory Committees, via the 2003/2004 screening, are numbered 1 to 4, as follows (mapped colors):

- #1 – (red) is the southernmost, one mile north of Baseline Road, connecting to SR 70/99 north of Riego
- #2 – (orange) is the diagonal connecting to SR 70/99 north of Riego
- #3 -- (blue) is just north of the proposed Regional University and Community Specific Plan, connecting to SR 70/99 north of Riego
- #4 -- (yellow) is just north of the proposed Regional University and Community Specific Plan, connecting to SR 70/99 at Sankey

The four corridor alignment alternatives identified in the Foothill Associates report are identified as follows (marked in black dotted line):

- Foothill alignment 1N is their northerly alignment just south of Sunset Blvd. West, connecting to SR 70/99 at Sankey
- Foothill alignment 1S is their northerly alignment just south of Sunset Blvd. West, connecting to SR 70/99 north of Riego

- Foothill alignment 2N is their more southerly alignment just south of the City of Roseville Retention Basin, (near Phillip Rd.) connecting to SR 70/99 at Sankey
- Foothill alignment 2S is their more southerly alignment just south of the City of Roseville Retention Basin, (near Phillip Rd.) connecting to SR 70/99 north of Riego)

Ms. Heick referred to the Environmental Screening Data matrix that provides detailed results from the 2003/2004 and Foothill screening analysis. She clarified that the focus of the meeting was to discuss the significant comparative differences in impacts of the Foothill alignments with comparable alternatives already recommended for Tier 1 EIS/EIR analysis by the Advisory Committees.

Ms. Heick clarified that the red lines on the map (over the black dotted lines) show the 4,600-foot curve radii (screening criteria). The green lines (over the Foothill 2 alignment) over Pleasant Grove Creek and south of the retention basin indicate an alignment that would accommodate a minimum design speed of 70 mph. Ms. Heick clarified that based on TAC input, Foothill alignments 2N and 2S were modified to meet a minimum design speed of 70 mph, and then screened for impacts.

Ms. Heick informed the SAC that Foothill Associates had submitted their report to the South Placer Regional Transportation Agency (SPRTA) on December 10, 2004. The report offered a different screening analysis of the four recommended corridor alignment alternatives along with the additional Foothill alignments. The SPRTA Board directed PCTPA to evaluate the Foothill alignments at the March 1, 2005, board meeting, and notice to proceed was given on April 6, 2005.

Ms. Heick explained that the staff and consultants had worked with Foothill Associates on data validation and screening of the new proposed alignment alternatives. The results were provided on the Environmental Screening Data matrix. Ms. Heick informed the SAC that there was agreement with Foothill Associates on GIS data except for minor differences as noted on the matrix. This conclusion was made after appropriate adjustments were made to the December 2004 numbers originally provided by Foothill.

Ms. Heick informed the SAC that the data validation/screening work identified two other issues for SAC input and comments:

- In some locations, Foothill alignments did not use the 4600-foot curve radius identified as screening criteria for engineering parameters for the project; and,
- The Parkway connection with a future Watt Avenue extension.

B. August 10, 2005 TAC Meeting Background

Ms. Heick summarized the screening methodology and results from the August 10 meeting. She covered in some detail the 4,600-foot curve radius and the potential Parkway connection to a future Watt Ave. extension.

(1) 4,600-Foot Curve Radius

D. Heick introduced the discussion on curve radius and design speed. She said the 4,600-foot curve radius and 70 mph design speed were the engineering screening criteria used for all of the alternatives to date. These criteria were based on Caltrans concerns with safety and flexibility, and so as to not restrict where within the corridor an alignment could be placed.

She said the Foothill alignments did not use this criterion. For example, the Foothill Nos. 2N and 2S alignments near the Pleasant Grove Creek used a curve radius less than 4,600 feet which would result in a lower design speed. It also would create more encroachment into the future retention basin plus create more environmental impacts. The reduced curve radii on Foothill Nos. 1 and 2 alignments would have additional impacts to Swainson's hawk nesting habitat, Valley Elderberry Longhorn Beetle habitat, wetlands, and riparian areas. She said the TAC directed the project team to determine if an alignment could be developed based on a minimum 70 mph design speed. Garry Horton added that the 4,600-foot curve radius would allow greater flexibility for siting future roadway alignment in the corridor. A 4,600-foot curve radius would allow for a design speeds between 75 and 80 mph – depending upon alignment location.

Ms. Heick said that the screening for the adjusted (to the 4,600-foot curve radius) north and south curves on Foothill Alignment Nos. 1N and 1S showed no substantial changes to resources impacts. The project team focused on adjusting Foothill Alignment Nos. 2N and 2S to meet the 70 mph design speed. The resulting alignments showed no significant changes to vicinity resources compared to the original one. And, it avoided the greater effects to the retention basin. Rob Jensen commented that the adjustments were exactly what the TAC wanted.

Ms. Heick asked the SAC if this work was clear and asked for input. Julie Hanson, KT Communities, indicated the approach reflected the past TAC discussion and thought it was good. Kate Kirsh from Foothill Associates asked about the 4,600-foot radius curve slide and its reference to greater impacts on resources. She thought it would lower Swainson's Hawk impacts. Ms. Heick clarified that while there was reduced impact on some resources, other resources would be impacted more.

(2) Potential Connection to Future Watt Avenue Extension

D. Heick introduced this item by re-iterating that the Corridor Preservation project would not include an analysis of a future Watt Ave. extension. The project's environmental document would analyze a potential future Watt Ave. connection to the Parkway, if one were proposed by others. To do this, Placer County and Roseville Public Works staffs assumed a potential roadway network for this portion of the study area. – for analysis purposes only. An assumed Watt Ave. interchange for each Parkway corridor alternative (identified to date) has been initially reviewed.

Ms. Heick summarized the TAC discussion. The Foothill Alignment Nos. 1N and 1S could potentially make a connection with a Watt Ave. extension. However, it was determined that this alignment had the least traffic benefits due to its northern location. The Foothill Alignment Nos. 2N and 2S might have some benefit because the potential connection would be shifted north and west from PCTPA's Alternative 4's (yellow) connection point. This would be a logical location for an extension of Blue Oaks Blvd. Rob Jensen from the City of Roseville Public Works Department agreed.

(3) TAC Direction & Recommendations Summary

D. Heick referred to the Benefits/Drawbacks handout and summarized TAC action:

- Foothill Alignment Nos. 1N and 1S – eliminate it.
- Foothill Alignment Nos. 2N and 2S – relax the 4,600-foot curve radius, re-draw a corridor alignment to meet the 70 mph design speed criterion, and re-screen the resultant corridor alignment.

To describe the basis for the TAC action, she used the following natural and man-made environment slides to illustrate the screening process/general conclusions along with the following important screening notes:

- ✓ No attempt was made to 'weight' one environmental parameter with another.
- ✓ The Foothill alignments screening, like the previous screening process (2003/2004), had a bias to avoid/minimize impacts to aquatic resources. It was important for LEDPA and future Section 404 permitting considerations.
- ✓ Vernal pool critical habitat was recently removed from consideration a recent U.S. Fish and Wildlife Service decision. However, this screening criterion was retained to be consistent with the 2003/2004 screening.
- ✓ Data collected for the screening work is at a Tier 1 level – based on GIS data layers. It is not detailed, on-the-ground – specific data. It is appropriate for the screening process and Tier 1 analysis combined

with the project team's knowledge of the area (Reasons Farms EIR, West Roseville Specific Plan peer review, ENRON Energy Park).

- ✓ Similar Foothill alignments were compared to similar PCTPA alternatives. These comparisons of 'like' alternatives seemed to be a logic way to compare the alignments and alternatives. For example, Foothill Alignment No. 2N (SR 70/99 connection at Sankey) was compared to PCTPA No. 4 (yellow) alternative.
- ✓ If a difference of 10% or more for resource impacts resulted between the Foothill alignment and PCTPA alternatives, it was reported (see benefits/drawbacks list). Otherwise, the impact was not considered substantial. The Engineering Screening Data spreadsheet (matrix) provides the specific detail. Ms. Heick summarized the comparison of Foothill alignments to the PCTPA alternatives:
 - Waterfowl and Other Upland Wildlife Habitat. All but Foothill Alignment No. 1N have less impacts to Upland Wildlife Habitat; all but Foothill Alignment No. 1N have more impacts to Waterfowl Habitat.
 - Potential Special Status Species Habitat. Foothill Alignment No. 1N has less Giant Garter Snake impacts. All of the Foothill alignments have less VELB impacts. Foothill Alignment Nos. 1S and 2S have less impacts to Swainson's Hawk nesting habitat.
 - Riparian, Wetland and Conservation Areas. All Foothill alignments have more impacts.
 - Vernal Pool Critical Habitat. Foothill Alignment Nos. 2N and 2S have less impacts.
 - Vernal Pool Complexes. All Foothill alignments have more impacts.
 - Socioeconomic Resources. Foothill Alignment Nos. 1N and 1S have more impacts to farms and homes.
 - Identified Cultural Resources. No substantial difference between Foothill alignments and PCPTA alternatives.
 - Floodplains. 100-year – roughly similar. 500-year – Foothill Alignment Nos. 1N and 2N (those with a Sankey connection) have less impacts.
 - Hazardous Waste Sites of Potential Concern. Similar to the PCTPA alternatives, the Foothill alignments have no impacts.
 - Farmland Designations. All Foothill alignments have less impacts to Farmland of Statewide Importance. Foothill Alignment Nos. 1S and 2N have more impacts to Prime Farmland.
 - Working Farm Units and Power lines. No substantive difference.

Ms. Heick stopped at this point and asked for SAC member questions. She stated the screening work was an honest attempt for an open and even-handed screening process. There were no SAC member questions.

C. TAC Benefits/Drawbacks Summary

Ms. Heick then described specific benefits and drawbacks to each of the Foothill alignments along with TAC direction/recommendations.

Ms. Heick listed the draft benefits and drawbacks. She qualified draft drawbacks item on aquatic resources with asterisks by noting that there had always been a bias to NEPA/404 issues through the first screening. Ms. Heick also clarified that vernal pool critical habitat was still a screening criteria and had not been dropped from the impact analysis.

Ms. Heick explained that the screening process applied to the Foothill alignments was the same as applied to previously considered alignments. There was no ranking/weighting in the process. The only priority was a bias toward aquatic resources, since that was the focus of the permitting agencies. All the values are reflected in the matrix.

The comparisons (i.e., benefits and drawbacks) were made to the four already identified potential alignment alternatives on the basis of which alignments were most alike. The Foothill alignments connecting at Sankey were compared to the potential alignment alternative connecting to SR 70/99 at Sankey (#4 – yellow), the Foothill Alignment 2S was compared to the potential alignment alternative north of the proposed Regional University and

Community Specific Plan area connecting to SR 70/99 north of Riego (#3 – blue), and the Foothill Alignment 1S was compared to all potential alignment alternatives connecting to SR 70/99 north of Riego.

- **Foothill Alignment No. 1N**

The listed benefits and drawbacks were cited. Ms. Heick emphasized that, via Placer County's Conservation Plan (PCCP) process, the federal resource agencies indicated that any alignment north of Peasant Grove Creek would be considered a problem. She described PCTPA Alternative No. 4 (yellow) as being drawn based on coordination with the draft PCCP – the fuzzy dividing line between conservation/open space opportunities to the north and development opportunities to the south. She also said that the TAC had offered more explicit reasons to the drawback related to reduced traffic benefits. These reasons were that the alignment would be used less by Roseville travelers, and there would be no connection to a potential Watt Ave./Blue Oaks Blvd. interchange. She asked Rob Jensen for input. He said the summary was correct – Roseville wants help for the local roadway system. This northern alignment would provide no benefit.

There were no SAC comments or questions.

- **Foothill Alignment No. 1S**

D. Heick said that generally the list of benefit/drawbacks for this alignment was similar for #1N.

SAC discussion followed. William Morebeck from Placer County Agricultural Commission asked for a clarification on what benefits and drawbacks were. Ms. Heick answered that the list of benefits and drawbacks showed how the Foothill Alignments compared to similar PCTPA alternatives. He then asked whether soil data was used to determine farmland designations. Ms. Heick clarified that the consultants used data provided by the State Department of Agriculture. She referred to the Technical Memorandum and its series of maps. Mr. Morebeck cited the case of Toad Hill in the northern part of the study area that is not designated as Prime Farmland but is in fact cultivated as a rice field. He wondered how a road would benefit farming operations, and suggested adding 'Relative' to the Benefits and Drawbacks heading.

- **Foothill Alignment No. 2N.**

D. Heick reviewed the benefits and drawbacks list.

SAC Discussion followed. W. Morebeck asked if the analysis involved using soils. D. Heick answered that the analysis was based on Prime Farmland and Farmland of Statewide Importance. The soils work completed for the Technical Memorandum did not result in any substantial differentiation.

J. Hanson asked about vernal pool comparisons. D. Heick said the Foothill Alignments were compared to similar PCTPA alternatives. In this case, this alignment was compared to the PCTPA corridor alternative that connected to Sankey Rd. at SR 70/99 (No. 4 – yellow).

Kate Kirsh from Foothill Associates pointed out that impacts to Prime Farmlands was incorrectly listed as a drawback. Ms. Heick acknowledged that this was a mistake and would be corrected.

K. Whitney, Foothill Associates, asked why the alignments were not compared to all of the PCTPA alternatives. D. Heick responded that an analysis like this would result in false comparisons. The data in the spreadsheet identified whether there would be any problems. This screening process tried to make comparisons based on like resources/conditions.

- **Foothill Alignment No. 2S**

D. Heick reviewed the draft potential benefits and drawbacks list. Ms. Heick pointed out that a connection to a future Watt Ave. extension (mentioned earlier) would be a benefit. She also pointed out that the alignment had been adjusted to meet the design speed of 70 mph engineering screening criterion and minimized encroachment into the Roseville retention basin area, as per TAC recommendation.

SAC discussion followed. Terry Davis from the Sierra Club pointed out that just as the TAC recommended eliminating Foothill Alignment Nos. 1N and 1S because it was north of the draft PCCP's Conservation

Opportunity Area boundary, Foothill Alignment Nos. 2N and 2S should also be eliminated. He commented that this alignment would also have more vernal pool impacts. He asked if there were any agency concerns.

J. Finn, California Dept. of Fish and Game said that the USACOE and USEPA agreed with the TAC direction to eliminate Foothill Alignment Nos. 1N and 1S. He said there was more flexibility to the south. T. Davis asked if the agencies had looked at Foothill Alignment Nos. 2N and 2S for concerns. J. Finn responded they had not.

Ms. Heick said this alignment is south of Pleasant Grove Creek. It had some benefits as well as more drawbacks – specifically to vernal pool/wetlands. She indicated it did not rise to a fatal flaw level.

Jack Ritchie, Lennar Communities, asked if the TAC resolution didn't solve all these issues. Tom Brinkman, Placer Co. Public Works, responded that the adjustment was not really a benefit or drawback. D. Heick clarified that this alignment would be less flexible (less than the 4,600-foot curve radius); however, it would meet minimum safety standards via more engineering. If the 70 mph design speed criterion were maintained, FHWA and Caltrans TAC members supported it. If this alignment were forward on to the Tier EIS/EIR for analysis, this issue might be treated as something else – not a benefit or drawback. Julie Hanson from KT Development said that the whole point was screening and to determine whether it was worthy to recommend as an alternative to the PAC and SPRTA Board like the four PCTPA ones. She agreed that the alignment should not be eliminated at this point.

Mr. Jensen suggested another clarification. Drawbacks are not an issue here – it is not a safety issue. The TAC concluded that if an alignment could be drawn using the 70 mph design speed – that the alignment would be safe. It would just be less flexible than the 4,600-foot curve radius.

D. SAC Review -- Benefits/Drawbacks

J. Koegel said that SAC direction and recommendations were needed for PAC consideration. She indicated this direction and recommendation did not have to be similar to the TAC's. But, she asked for a confirmation of the process – whether everyone was in agreement that the process was fair and accurate. She stressed the need for SAC comments. SAC review focused on the following items.

Other benefits or drawbacks. J. Koegel asked the SAC whether there were other benefits and drawbacks to be considered. The SAC did not identify any more.

Foothill Alignment #1. J. Koegel reminded the SAC that the TAC recommended eliminating it. She said that she realized a vote was not necessary – but the SAC's position was needed. E. Bryant said he was fine with eliminating it. J. Koegel asked if the SAC agreed. The group indicated agreement. There was no disagreement. There was not audience disagreement.

Foothill Alignment #2. J. Koegel asked if there were any discussion on the adjusted alignment based on the TAC's direction to develop an alignment that would maintain a minimum 70 mph design speed and then re-screen it. E. Bryant asked about a concern with an 'apples-to-apples' comparison – using the same design speed for all screening. If different ones were used the analysis could be confusing. D. Heick responded that the 70 mph design speed was the screening criteria for all the work. The TAC directed the project team to re-examine the other four (PCTPA) corridor alternatives to determine whether additional resources could be avoided via a reduced curve radius. No substantial changes to resource impacts resulted.

Mr. Davis felt that both Foothill Alignment No. 2N and PCTPA Alternative No. 4 (yellow) were very close to each other and that only one of the two alternatives should be selected for further analysis. Mr. Davis pointed out that since the Foothill Alignment No. 2 has a higher impact on vernal pools, it should be eliminated from further review. Mr. Morebeck agreed and pointed out the in addition to impacts on vernal pools, Foothill alignment 2 also has a higher impact on farmlands.

Mr. Whitney pointed out that PCTPA Alternative No. 4 (yellow) has a higher impact on vernal pool critical habitat than the Foothill Alignment No. 2N. He said the critical habitat designation was gone because of economic vs. habitat reasons.

Ms. Hanson pointed out that Foothill Alignment No. 2N has significantly fewer impacts on Prime Farmland and Farmland of Statewide Importance. With regard to vernal pool complexes, she said that if Foothill Alignment No. 2S were eliminated – then all of the PCTPA corridor alternatives should be eliminated. Ms. Heick clarified that all alignments with a SR 70/99 connection north of Riego will have higher vernal pool impacts in general than the Sankey Road connection.

E. Bryant asked what the next step would be – more analysis? D. Heick answered – yes. He asked if some of the identified impacts could change or be refined. D. Heick said the screening work was done on baseline data. A more complex analysis would be completed with the Tier 1 EIS/EIR. E. Bryant asked if keeping more alternatives in the analysis would make the final one more apparent. Ms. Heick noted that PCTPA and the consultants are looking for a reasonable range of alternatives to study in the EIS/EIR. Having more alternatives at this stage will not be an issue.

John Costa from the Building Industry Association said if there would more analysis – then all alternatives should go forward. John Deeter agreed they were worthy of study. G. Carpenter said to add the one with the Sankey Road connection. Sutter County wants it.

Tom Brinkman from Placer County Public Works Department suggested carrying forward Foothill Alignment Nos. 2N and 2S. J. Koegel asked if there were any objections. Ms. Hanson inquired whether eliminating Foothill Alignment No. 2S at this stage would prevent it from being studied in the future. Ms. Heick explained that PCTPA and the consultants have the data on this alignment and it can be formulated in the analysis at a later stage, but clarified that if Foothill Alignment No. 2S seems a reasonable alternative then it should be studied as a complete alignment, not in pieces.

Jeff Finn from the Department of Fish and Game said the agencies have not analyzed Foothill Alignment #2. If Foothill Alignment #1 is eliminated, then the wildlife agencies would defer to USACOE/USEPA on wetlands vs. habitat issues.

Mr. Brinkman also pointed out that while Sutter County is opposed to an alignment that connects north of Riego that alone is not reason enough to eliminate 2S.

SAC members took a vote on this issue. The majority of SAC members voted to keep both Foothill Alternative Nos. 2N and 2S in the range of alternatives. Two members (Julie Hanson and Tom Brinkman) voted to only keep 2N in the range of alternatives and to eliminate alignment 2S. Three members (John Deeter, Terry Davis and William Morebeck) voted to eliminate both alternatives from further analysis.

T. Davis, Sierra Club stated he wanted to indicate a strong dissenting objection. He said PCTPA corridor Alternative No. 4 (yellow) and Foothill Alignment No. 2N were so close together and the PCTPA alternative avoids more vernal pool complexes. So, it was reasonable not to consider Foothill Alignment Nos. 2N or 2S. J. Deeter, ECOS, and W. Morebeck, Placer Co. Agricultural Commission agreed.

SAC Recommendations:

- 1. Eliminate Foothill Associates' Alignment Nos. 1N and 1S from further consideration.**
- 2. Retain Foothill Associates' Alignment Nos. 2N and 2S, as adjusted to a 70 mph design speed within a 1,000-foot-wide corridor as an alternative for analysis in the Tier 1 EIS/EIR.**

3. Draft Revised Second Cumulative Development Scenario

John Long, DKS Associates (DKS), explained that staff and consultants are developing a revised second cumulative development scenario (CDS) for the study area to evaluate cumulative impacts of the proposed project in the environmental document. Mr. Long explained that two cumulative development scenarios were developed for the screening process – 1) based on SACOG’s 2025 MTP and 2) the MTP plus recently approved and pending urban developments in western Placer County.

Since FHWA requirements dictate that a planning horizon be 20 years beyond the date when the project becomes operational, which is 2020 by PCTPA estimates, the horizon has shifted out to 2040. So the environmental document must define and analyze a second cumulative development scenario that reflects reasonable 2040 conditions.

Mr. Long explained that staff and consultants are looking at two sources of information for the second CDS. The first source is the Sacramento Area Council of Government’s (SACOG) Blueprint Project that has a planning horizon of 2050. In October 2004, the TAC agreed to use 80% of the 2000 to 2050 growth in the Blueprint as a way to arrive at 2040 growth projections outside of the immediate study area, plus residential buildout (and a corresponding amount of non-residential build-out) for the projects identified by the TAC in the more immediate study area. Since that time, Placer County, Lincoln, Roseville, and Rocklin and consultants have been separately working to define a cumulative development scenario for western Placer County. This scenario would be used to evaluate a number of specific plan EIRs and Lincoln’s general plan update.

Mr. Long referred to a transportation improvements map and a table summarizing development levels that help describe this cumulative development scenario.

Mr. Long informed the SAC that a comparison of development levels under SACOG’s 2050 Blueprint and second CDS suggests that there is little difference in aggregate numbers at the county level, but that there is a difference in how the development is distributed. The total development in the cities under the County’s CDS is close to those in the 2050 Blueprint.

While the Blueprint allocates more development in the proposed major development project in the West County area, the Placer County CDS allocates more development in other unincorporated areas of the county. Mr. Long concluded that the draft Placer County CDS numbers will not change much and seemed reasonable to use.

Mr. Long said the TAC recommended the use of the Placer County/Cities CDS as the basis for the project’s revised second CDS in the Tier 1 EIS/EIR. He asked for SAC input and comments.

SAC Recommendation:

Agree with TAC recommendation.

4. Federal Resource Agency Coordination

Mr. Tidman informed the SAC that PCTPA has been working for two years with federal resource agencies to address their concerns regarding aquatic resources related to the Tier 1 process. Mr. Tidman explained that PCTPA is engaged in a modified NEPA/404 process and has made significant progress with the agencies.

Mr. Tidman said that the agencies approved a Purpose and Need Statement for the proposed project in January 2005, and the screening criteria for identifying the range of alternatives for EIS/EIR analysis in May 2005. Since June 2005, staff and consultants have been developing the range of reasonable alternatives.

Mr. Tidman explained that the range of alternatives would likely include one or two ‘avoidance’ alternatives proposed by the Environmental Protection Agency (EPA) with agreement from the U.S. Army Corps of Engineers. In addition, separate from the alternatives, PCTPA will study the effects of a different land use scenario combined with Transportation System Management (TSM) in the vicinity of the project. This study would test the effects of more dense land uses than proposed by the Blueprint process in the vicinity of Baseline Road. This study will be undertaken and a discussion will be included in the EIS/EIR.

The two avoidance alternatives currently proposed by the federal agencies include:

- A shorter Parkway with TSM; and
- An expanded buffer and restrictive conservation easements to protect aquatic resources.

Mr. Tidman added that the modified NEPA/404 process has reached agreement that the four recommended corridor alignment alternatives are appropriate for inclusion in the range of alternatives for Tier 1 EIS/EIR analysis.

5. Next Steps

Mr. Tidman listed the following next steps in the planning process and closed the meeting:

- Review and discuss the Foothill Associates’ alignments with the Policy Advisory Committee on August 31, 2005.
- Request approval from the SPRTA Board on the alternatives to be studied in the Tier-1 EIS/EIR, at the September 28, 2005, board meeting.
- Distribute a newsletter to all property owners in the study area, and to the broader mailing list, with information on the Foothill Associates’ alignments and the current process.
- Work with EPA and FHWA to develop and screen avoidance alternatives.
- Re-initiate the technical studies.
- Schedule Project Development Team (PDT) meetings to share information and updates.

Attachment A2
Policy Advisory Committee (PAC) Meeting Summaries



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items

Final 12.05.03

Meeting Description: Placer Parkway Corridor Preservation – Policy Advisory Committee Meeting #1
Meeting Date September 11, 2003

Minutes

Date: 12.12.03

Location: City of Roseville Corporation Yard

Persons Attending

Name	Affiliation	Name	Affiliation
Bill Santucci	Placer County Board of Supervisors	Celia McAdam	Executive Director, PCTPA
Robert Weygandt	Placer County Board of Supervisors	Stan Tidman	Project Manager, PCTPA
Dennis Nelson	Sutter County Board of Supervisors	Denise Heick	URS, Project Manager
Tom Cosgrove	Lincoln City Council	Fritts Golden	URS
Peter Hill	Rocklin City Council	Gary Horton	URS
Gina Garbolino	Roseville City Council	Sharon Kyle	MIG, Inc.
Jan Christofferson	Placer County -- County Executive Officer Ex-Officio Member	Daniel Iacofano	MIG, Inc.
Larry Combs	Sutter County – Administrative Officer Ex-Officio Member	Others Attending Listed Below as Observed (did not sign in so list is incomplete)	
Jody Lonergan	Caltrans District 3 – Ex-Officio Member	John Marin	Tom Brinkman
		Rick Dondro	Marcus LoDuca
Minutes			

MEETING SUMMARY

Purpose

The meeting purpose was initiate the Policy Study Advisory Committee (PAC), to review and confirm project goals, discuss issues, and obtain feedback on the project and the Tier 1 EIS/EIR process.

Introductions

Daniel Iacofano acted as meeting facilitator and welcomed the group. He asked for self-introductions from the meeting attendees. He reviewed the meeting purpose and agenda, and mentioned the relevant discussion materials contained in meeting information packets.

PAC Membership and Role

D. Iacofano provided the PAC with direction regarding their roles and responsibilities, serving as an information conduit between project staff, PCTPA and elected officials from jurisdictions directly impacted by the project. He emphasized that their active participation and involvement was important to the success of the project planning effort. He concluded by stating the PAC's primary role would be to provide policy recommendations related to the needs of the various jurisdictions within the project study area.

Project Background

Celia McAdam provided a project overview, identifying the parkway as a multi-modal corridor, and high priority regional transportation project which would connect western Placer County with Sutter County's industrial development area and airport to the west. The total estimated project cost is between \$200 – 300 million. Funding is not anticipated until 2015 or later.

The project need was based on regional projections that the SR 65 corridor would be among the fastest growth areas in the state over the next 20 years. This predicted increase in population pointed to a parallel increase in travel demands, and the need to improve the existing transportation corridor connections. The project's purpose is to improve access and mobility, reduce congestion associated with urban growth, minimize environmental impacts, and ease congestion impacts on local roadways.

A Conceptual Plan, completed in 2000, established the advisory committee input process, defined initial project scope, outlined policy guidelines, and developed funding scenarios. A Project Study Report (PSR), completed in 2001, identified preliminary engineering and environmental issues, clarified policy direction, and evaluated alignment alternatives. PCTPA and SACOG Boards adopted both documents.

Placer Parkway Goals -- Identified in the Conceptual Plan & PSR

There are six goals and accompanying policies. PAC feedback was solicited for each goal:

- *Goal 1 – Create a Controlled-Access Highway. The PAC acknowledged the work of previous studies on this goal and supporting policies. PAC members generally agreed with the goal, but raised questions about whether the goal was realistic or achievable. They indicated several issues (access, ownership/operation, and funding) need clarification during remaining project phases.*
- *Goal 2 - Maximize Mobility and Accommodate Planned Growth. There was general consensus from the PAC regarding this goal and its supporting policies. Specific issues to clarify include Baseline/Riego impacts at SR 70/99 and potential Watt Ave. extension/interchange.*
- *Goal 3 – Avoid Growth Inducement and Protect Rural Character of Agriculturally Designated Areas. PAC members generally agreed with the goal, but raised questions about whether it was realistic or achievable. There are questions about the buffer and no-access provisions and how they would be implemented.*
- *Goal 4 - Minimize Environmental Impacts. There was general consensus from the PAC regarding this goal and its supporting policies.*
- *Goal 5 - Improve Safety/Minimize Hazards. The PAC agreed with this goal and its supporting policies.*
- *Goal 6 – Achieve Feasible and Equitable Funding. The PAC agreed in principle with this goal but raised implementation concerns.*

Work Plan Approach

The project's work plan was outlined with information on the project goals, Tier 1 environmental review, proposed schedule, and key milestones. The three primary project goals for the environmental review are:

- 1) Identify Alternatives for study in the Tier 1 EIS/EIR
- 2) Identify Preferred Corridor
- 3) Complete a Record of Decision (EIS)/Certify the EIR to allow corridor land acquisition

The Tier 1 process would identify relative differences among corridor-level alternatives based on a broad/general level of detail. The Tier 1 process is not a well-defined one. It is not a process that is familiar to the general public. Because of this uncertainty, the project team is soliciting input from the project's Technical Advisory Committee (TAC) and its Study Advisory Committee (SAC) as well as engaging in early coordination with federal and State reviewing agencies.

The project's schedule and key milestones are:

- Screen PSR Alternatives ("fatal flaws") End of 2003
- Identify/Screen Other Alternatives February 2004
- Identify Final Alternatives May 2004
- Draft EIS/EIR for Public Review September 2005
- Final EIS/EIR End of 2006

Highlights from the Alternatives Identification and Screening Process included travel model forecasts, pending/anticipated major development projects, and data collection/mapping. Transportation modeling information is being updated from the 2001 PSR. Three forecasts would be prepared:

- 1) No Project (existing conditions)
- 2) Year 2025/2030 (based on SACOG's 2025 Metropolitan Transportation Plan)
- 3) Second Cumulative Development Scenario (the MTP plus several pending/anticipated urban development proposals)

The following proposed developments were identified for possible inclusion in the screening process:

- West Roseville Specific Plan
- Placer Vineyards Specific Plan
- South Sutter County Specific Plan
- Placer Ranch Specific Plan
- De La Salle University & Community
- Metro Airpark
- McClellan Park
- Elverta Villages
- West Lincoln

The Resource Mapping for Environmental Screening will be based on existing GIS-based data to distinguish relative differences among corridor alternatives for a particular resource or issue area. This information is being reviewed by the TAC, the SAC and resource agencies.

PSR Concept Alternatives

Concept alignments from the 2001 PSR were described. The project team, based on PSR guidance, data collection/mapping work and limited fieldwork, refined the concept alignments. The map in the PAC packets provided at the meeting illustrated the 500'- and 1,000'-wide corridor widths and potential interchange locations.

Project Issues

Several project issues – most of which were addressed during the staff presentation and PAC discussion, included:

- *Pending/anticipated development proposals – timing and effects on corridor alternative alignments*
- *Corridor alternatives – there would likely be no “preferred” corridor alternative identified until the Tier 1 process was completed.*
- *Tier 1 – first of its kind in northern California and need for early/continuing coordination with FHWA, Caltrans, and federal/State resource agencies*
- *Potential environmental impacts & LEDPA – agriculture, biological resources, growth-inducement, and addressing federal concerns*

Opportunities for Input

Public outreach includes:

- *Ongoing advisory committee meetings to assess data and policy issues*
- *Stakeholder interviews conducted with diverse community, business, agency, and environmental contacts*
- *Community meetings*
- *Development of project newsletters*
- *Creation of dedicated project web site*
- *Upcoming public scoping meetings on October 6, October 9*

INTRODUCTIONS

The first Policy Advisory Committee (PAC) meeting was held on September 11th, 2003 at the City of Roseville's Corporation Yard. The purpose of the meeting was to initiate the Policy Advisory Committee, to discuss issues, and get feedback on the proposed project and its Tier 1 EIS/EIR.

Daniel Iacofano, who acted as the meeting facilitator, began the meeting by welcoming the group, and asking for self-introductions from the participants. D. Iacofano also reviewed the meeting agenda, and discussed material in the meeting information packets.

I. PAC MEMBERSHIP AND ROLE

D. Iacofano provided the PAC with specific direction regarding their roles and responsibilities. He stated that the PAC's primary role was to serve as an information conduit between project staff, PCTPA and among elected officials from jurisdictions directly impacted by the project. He stressed that their active participation and involvement was very important to the success of the project planning efforts. Project planning would be an open process and no decisions have been set in stone. He said the PAC's role would be to provide the technical staff with policy recommendations related to the needs of the various jurisdictions within the project study area. He also mentioned that PAC meetings would be facilitated and comments would be recorded through meeting minutes. An “issues bin” would document comments not called out on the agenda.

II. PROJECT BACKGROUND

Overview

Celia McAdam provided a project overview, identifying the parkway as a multi-modal corridor, and high priority regional transportation project which would connect western Placer County with Sutter County's industrial development area and airport to the west. The Parkway study area is divided into three segments: western segment (SR 70/99 to the county line), central segment (county line to Fiddymment Road), and eastern segment (Fiddymment Road to SR 65). She estimated the project cost as between \$200 – 300 million, and stated that the funding was not anticipated until 2015 or later.

Need

C. McAdam stated that the need for the project was based on regional projections that the SR 65 corridor would be among the fastest growth areas in the state over the next 20 years. She went on to say that this predicted increase in population pointed to a parallel increase in travel demands, and the need to improve the existing transportation corridor connections.

Purpose

C. McAdam identified that the purpose of the project was to improve access and mobility, reduce congestion associated with urban growth, minimize environmental impacts, and ease congestion impacts on local roadways.

History

C. McAdam provided a brief project history, stating that a Conceptual Plan, completed in 2000, established the advisory committee input process, defined initial project scope, outlined policy guidelines, and developed funding scenarios. A Project Study Report (PSR), completed in 2001, identified preliminary engineering and environmental issues, clarified policy direction, and evaluated alignment alternatives. The PSR also clarified several policies: 1) controlled access, 2) need to preserve rural character of agriculturally-designated land in the area, and 3) the delineation of a 1,000-foot no-development buffer zone. She noted that both the Conceptual Plan and PSR were developed and adopted through the cooperation of regional and local planning entities. PCTPA and SACOG Boards adopted both documents.

III. PROJECT GOALS

Goals Identified in Conceptual Plan and the PSR

C. McAdam outlined the six goals and associated policies. She encouraged questions and comments on each.

1. Create a Controlled-Access Highway
2. Maximize Mobility and Accommodate Planned Growth
3. Avoid Growth Inducement and Protect Rural Character of Agriculturally Designated Areas
4. Minimize Environmental Impacts
5. Improve Safety/Minimize Hazards
6. Achieve Feasible and Equitable Funding

Goal 1- Create a Controlled-Access Highway

This goal is to connect SR 65 and SR 70/99. Supporting policies are to:

- identify a precise alignment and preserve right-of-way as soon as possible
- carefully evaluate development proposals that might preclude potential alignments

PAC Feedback

Larry Combs (Sutter County, Chief Administrative Officer) asked if the controlled access feature was shown on the project alignment alternatives corridor map. Fritts Golden (URS) commented that the entire project would likely become a controlled access facility.

Jody Lonergan (Caltrans District 3) said Caltrans considers controlled access as a facility that includes the purchase of access control when right-of-way is purchased.

L. Combs asked about facility ownership and whether it would be built to State standards to maintain all options.

Peter Hill (City of Rocklin) requested more information on the “no access” provision in the middle of the project.

Dennis Nelson (Sutter Co.) asked if the driveways in controlled access would also be restricted. C. McAdam said she believed this would be worked out upon purchase of property near the parkway.

L. Combs inquired about whether a joint powers authority would operate and maintain the facility vs. counties.

Tom Cosgrove (City of Lincoln) -- there was a lot of discussion about facility ownership and standards early on in the project. He said that issues of this nature probably need to be revisited by the PAC. He also said that agricultural concerns were a key to the access issue in earlier studies – particularly ways to preclude urban development and ways to be less growth-inducing.

Rick Dondro (Placer County Public Works) said that the facility was to be at-grade initially and up-gradable for future interchanges.

Gina Garbolino (City of Roseville) thought J. Lonergan’s definition was the appropriate one for controlled access.

C. McAdam said controlled access also referred to restrictions in the type of usage allowed for the facility. She explained the 500’-wide corridor for the eastern and western segments and the 1,000’-wide corridor between Fiddymont and Pleasant Grove Roads.

T. Cosgrove thought the controlled access concept was created to protect farmland. He said the concept was created to protect agricultural uses with the Parkway buffer.

G. Garbolino said that Placer County jurisdictions may agree on the buffer, but was concerned about Sutter County and industrial development near SR 70/99. D. Nelson agreed with G. Garbolino that this issue would have to be worked out to accommodate county development plans.

D. Iacofano said some adjustments would have to be made in segments, but a design standard would need to be set. D. Nelson said this would have to be worked out to work with real traffic issues in each county. G. Garbolino said the public envisions or sees a throughway vs. a lot of potential interruptions. T. Cosgrove said the eastern/western segments were always understood to be accessible, only the central segment would not.

P. Hill asked if the map in the meeting packet identified all current alternatives -- or just potential alternatives – and what the status of interchanges were. C. McAdam said that the PSR alternatives were conceptual. Others would also be identified. One of the purposes of the PAC was to provide policy direction to help define them.

R. Dondro said that the project was moving from theoretical alternatives to actual alternatives. He said that the alternatives, and other project elements, are being discussing by entities like Placer Legacy related to their planning efforts.

Jan Christofferson (Placer County Executive Officer) noted that there will be a Placer County Board of Supervisors meeting on October 20 to discuss potential urban development projects in western Placer County as well as the Placer Parkway project.

D. Heick (URS) said that the potential major development map in the information packet would be discussed in detail later in the meeting (PSR Alternatives). She said this map was a starting point to move forward with existing alternatives related to land use issues, resource issues, traffic modeling, etc. She said that the assessment of alternatives was happening now, and all elements are being considered. She added that the project team was open to all suggestions, and input from the PAC was very important.

J. Lonergan addressed the question about whether Parkway ownership and operation could be given to Caltrans. She said possibly. She said it could potentially be considered a segment of SR 102. State adoption would require a petition and construction to Caltrans standards.

Goal 1 - Conclusion: The PAC acknowledged the work of previous studies on this goal and supporting policies. PAC members generally agreed with the goal, but raised questions about whether the goal was realistic or achievable. They indicated several issues (access, ownership/operation, and funding) need clarification during remaining project phases.

Goal 2- Maximize Mobility and Accommodate Planned Growth

This goal is to provide a free-flowing regional facility that will accommodate growth under existing general plans. Supporting policies are to:

- Provide a high-speed, very limited access facility
- Maintain a Level of Service (LOS) C
- Maintain or improve travel times between SR 65 and SR 70/99

C. McAdam stated that it was important to address growth/mobility. She went onto say that there was a need to improve the speed and level of service in the corridor area.

PAC Feedback

L. Combs asked if the EIR would address growth inducement issues and potential urban development – specifically the reality of potential development. He had discussed these issues with J. Christofferson. He was particularly concerned about Baseline Road and Riego Road. The project needed to address Baseline/Riego expansion and how the Parkway would affect traffic. The project needed to deal with the reality of traffic at SR 70/99. He said that Sutter County would be on the receiving end of traffic issues.

C. McAdam said the Baseline/Riego issues are a reason that a Watt Avenue extension is still a consideration. Bill Santucci (Placer County) said Sacramento will have the same problem at SR 70/99.

Robert Weygandt (Placer County) said the visioning meeting (Placer County Board of Supervisors) on October 20 would focus on growth issues in the project area. The first step would be to obtain direction from the County. (This is the same meeting referred to by J. Christofferson.)

R. Weygandt said that urban standards may need to be adjusted to address access. L. Combs asked if this meant no other north/south connection besides Watt. R. Weygandt said if the Board approved a Watt Avenue element (with no other west interchange alternative indicated), another connection would need to be identified in the area.

T. Cosgrove has studied the alternatives map and thinks that Baseline and Riego Roads will have heavy traffic no matter what the connection. Because of the project's long timeline, the Baseline/Riego issues will have to be addressed now.

P. Hill said that if the northern corridor alignment were chosen, there would be no close connection to the Parkway. This corridor would not be utilized by Sacramento for traffic going north/east. T. Cosgrove thought that even if the final alternative were out-of-the-way, people would still use it to avoid traffic congestion. B. Santucci said that the final alternative has to be efficient in order to be used by most people.

L. Combs asked if the Parkway would reduce traffic on Baseline Road by taking traffic from the north. R. Dondro said that traffic studies show that people will go out of their way to get off I-80 – particularly near Rocklin and areas to the north. South of Roseville, however, people would not.

Goal 2 - Conclusion: There was general consensus from the PAC regarding this goal and its supporting policies. Specific issues to clarify include Baseline/Riego impacts at SR 70/99 and potential Watt Ave. extension/interchange.

Goal 3: Avoid Growth Inducement/Protect Rural Character of Agriculturally-Designated Areas

Supporting polices are:

- No access in areas currently designated for agriculture
- Create a no-development buffer zone along the Parkway
- Control signage along the corridor

C. McAdam asked the PAC if they felt that the “no access” policy in the central segment would assist with this goal.

PAC Feedback

T. Cosgrove said that in order for the project to get support, it will need to address how to mitigate growth inducement and access. This will be a complex area to navigate, since local jurisdictions will weigh in on project-related decisions.

G. Garbolino asked how the project would enforce the no access feature. John Marin said this wouldn't be a problem for some properties in the area.

G. Garbolino asked about how many acres were in the central segment? T. Cosgrove said approximately 37,000 acres.

C. McAdam asked all PAC members to review the map carefully, and to relay questions to the project team.

P. Hill said the “no development” buffer would work well until the first interchange was built. Interchanges would all have some development adjacent to them. He thought developers would work around this issue to get people to facilities. D. Iacofano asked P. Hill if this related to whether the no access concept would actually work, pointing to the possibility of developers simply building facilities at the end of the access area. T. Cosgrove said this issue was discussed at the last PSR PAC meeting (several years ago). During that discussion, it was suggested that developers be allowed some access to the area (either at the beginning/or end) of the corridor. He said that when this decision was made years ago to limit access, less development existed and less development was being proposed. P. Hill said he did not have problems with access at both ends of the corridor – he would be concerned if no access was the objective for the entire corridor.

T. Cosgrove said that vicinity land uses are controlled by several local jurisdictions. The question was whether the local jurisdictions would inhibit growth or not. The local jurisdictions would determine this.

B. Santucci asked what the original idea for the buffer along the central segment was. C. McAdam said the idea was to limit growth. R. Weygandt said the “no access” feature was created to efficiently handle traffic and land issues. T. Cosgrove said some visual/aesthetic issues were also factors. Design features such as a wide median would be more pleasing.

P. Hill indicated he did not agree with the approach to reduce growth-inducing effects. He described how I-80 when initially constructed through Rocklin had no traffic. Then Roseville began to grow. J. Lonergan cited I-5 (Colusa to Glenn Co.) as an example of a limited access facility that did not induce growth. P. Hill said the no access issue could be setting-up future elected officials with a lot of problems. T. Cosgrove suggested that community preference could play a role.

Goal 3 – Conclusion: PAC members generally agreed with the goal, but raised questions about whether the goal was realistic or achievable. There are questions about the buffer and no-access provisions and how they would be implemented.

Goal 4: Minimize Environmental Impacts

Policies supporting this goal are to:

- Avoid existing homes
- Avoid high value agricultural operations
- Avoid streams, creeks, riparian corridors, and sensitive habitat

PAC Feedback:

L. Combs asked if detailed information on existing habitat is shown on maps. C. McAdam referred to the maps hanging in room.

D. Iacofano said that one of the goals of the project was to minimize as many environmental impacts as possible. Realistically, the project could not avoid all impacts. So, impacting as few as possible would be an objective. T. Cosgrove pointed out that if one alignment avoided one habitat it could affect another.

L. Combs asked if Placer County had a Habitat Conservation Plan in place to help address environmental mitigation. He said Sutter Co. and the City of Sacramento completed the Natomas Basin HCP. It covers a portion of the project study area. D. Heick said that the Placer County HCP/NCCP was not yet complete. The project team was working with data from both the Natomas Basin HCP and the Placer Legacy HCP/NCCP.

Goal 4 – Conclusion: There was general consensus from the PAC regarding this goal and its supporting policies.

Goal 5: Improve Safety/Minimize Hazards

Policies supporting this goal are:

- Improve emergency response times and evacuation options during natural disasters
- Provide a high design level to avoid potential safety issues

PAC Feedback:

There was no PAC feedback.

Goal 5 – Conclusion: The PAC agreed with this goal and its supporting policies.

Goal 6: Achieve Feasible and Equitable Funding

Policies supporting this goal are:

- Require development in areas served by the corridor to finance a share of the Parkway
- Identify and pursue all existing and potential public and private funding sources for planning, design, and construction

PAC Feedback:

Marcus LoDuca said there would be an equity issue that would be inconsistent with this goal. If developers have no access to the Parkway, would it be fair to assess them for improvements? He said this could also affect developer-based financing.

C. McAdam agreed that lack of access could turn away some developer interest. But, anticipated growth in the general area that does have access would make up for the loss of potential funding in the central segment area. L. Combs said this would not hurt developers who do not build in the area.

T. Cosgrove said that the issue of who pays for the facility was crucial. He indicated that industrial development in the eastern and western segments probably should not have to pay for central segment improvements. The Parkway needs to be viewed as a regional corridor including the airport. It will more than a Sutter County and Placer County facility. C. McAdam acknowledged that honoring this goal would definitely be a challenge.

C. Iacofano— there would be pockets of opportunities related to this project goal.

Goal 6 – Conclusion: The PAC agreed in principle with this goal but raised implementation concerns.

IV. WORK PLAN APPROACH

D. Heick provided the PAC with an overview of the work plan approach. She started with a description of the Tier 1 process. She emphasized the process would identify relative differences among corridor-level alternatives at a broad level of detail. She also pointed out that the Tier 1 process was not a well-defined one. It is not a process familiar to the general public. Because of this uncertainty, the project team was soliciting input from a variety of sources including the TAC and SAC as well as early coordination with federal and State reviewing agencies. The project was now undergoing a process to identify corridor alternatives to eventually study in the Tier 1 EIS/EIR. This process involved assessment at a GIS-level (Geographic Information System) of detail to identify general location, mode choice, etc. The Tier 1 process would help identify strategies for mitigation, which would be applied in the Tier 2 (project-level) environmental process.

C. McAdam added that the Tier 1 process was designed to speed up the process of addressing the need to preserve land for a future facility.

Project Goals

D. Heick reviewed the three primary project goals for the Tier 1 EIS/EIR:

(1) The first goal is to identify corridor alternatives for study in the Tier 1 EIS/EIR, consistent with the project's purpose and need, and LEDPA requirements.

B. Santucci asked if the LEDPA would be identified in the second tier of environmental documentation, and what did it stand for? D. Heick said that LEDPA stands for "Least Environmentally Damaging Practicable Alternative." Prior to

construction, a Section 404 permit will be required from the U.S. Army Corps of Engineers (ACOE), and a determination needs to be made during that process that the project selected for construction is the “LEDPA” alternative. In this current Tier 1 project, no permit is required. However, the project team is in early consultation with the ACOE, EPA and other agencies to discuss and get direction to complete the Tier 1 process as well as to facilitate subsequent Tier 2 reviews. Even though the formal LEDPA process would not be required for the Tier 1 review, the ACOE and EPA are interested in assisting the project team in developing a LEDPA-like process for corridor identification. This would be helpful for the overall success of the project, and could avoid corridor LEDPA issues being raised during the Tier 2 process.

D. Heick said that she didn’t know for sure when the LEDPA-like process would be completed, as the project team is meeting with the Corps and EPA to work out the details. The formal LEDPA process would be completed prior to obtaining permits from the ACOE after the later Tier 2 process.

(2) The second project goal is to identify a preferred corridor.

D. Heick said that alternatives evaluation would happen later in the project process, after the SAC/TAC reviewed more refined data. She also said public meetings would help to get further input.

L. Combs outlined two vicinity habitat conservation plans (HCPs) – the recently completed Natomas Basin HCP and one being developed for the SR 70/99 area with Yuba County. He asked if an HCP had to be completed before urban development and transportation facilities were built. R. Weygandt said that Placer Legacy is an HCP now underway and the Parkway is one of the proposed improvements being assessed in it. L. Combs said that Placer Legacy would be helpful in getting the Parkway project approved. D. Heick said that the project team would consult with the Natomas Basin and Placer Legacy HCPs regarding environmental/conservation planning. The Parkway project would attempt to work in concert with both HCPs.

(3) D. Heick identified that the third project goal is to obtain a (federal) Record of Decision and (CEQA) Certification of the EIR, to start corridor acquisition and preservation.

Schedule

D. Heick reviewed project schedule milestones:

- Screen PSR Alternatives (“fatal flaws”) End of 2003
- Identify/Screen Other Alternatives February 2004
- Identify Final Alternatives May 2004
- Draft EIS/EIR for Public Review September 2005
- Final EIS/EIR End of 2006

D. Heick noted that draft alternatives identified for the Tier 1 EIS/EIR analysis would be reviewed with the PAC. L. Combs asked whether the Placer/Sutter Boards of Supervisors had weighed in on the project as it stands. D. Heick indicated the PAC’s role was to provide input and to represent their jurisdictions by attending meetings. Several PAC members stated that the full Boards of Supervisors and each affected City Council need to weigh in on the project. D. Iacofano suggested that the project team conduct briefings and schedule presentations to these groups to get consensus on project elements. D. Heick said the PAC could also request individual briefings to bring folks up to speed. L. Combs suggested that the project not wait until the end of the planning process to speak with these groups. E-mailing progress reports would be helpful.

Alternatives Development & Screening Process

D. Heick discussed the Alternatives Development/Screening process. She reviewed the various transportation modeling, environmental, and engineering screening processes and timeline for pivotal activities. Initial findings related to PSR

alternatives screening would be discussed with the TAC/SAC in October. Other potential corridor alternatives would subsequently be identified.

Initial Travel Model Forecasts

Heick explained that the transportation modeling information was being updated from the 2001 PSR. Three forecasts would be prepared:

- No Project
- Year 2025/2030 (based on SACOG's 2025 Metropolitan Transportation Plan)
- Second Cumulative Development Scenario (the MTP plus several pending/anticipated urban development proposals)

She referred to a list (below) and a map of Major Proposed Developments in the project area. These potential projects would affect growth and employment projections in the study area. The project team is developing a second travel forecast model based on this more robust condition. The specifics of this model are being developed with TAC input.

T. Cosgrove asked whether there was a plan to make this information available on the project web site. D. Heick said that a dedicated Placer Parkway web site was being developed, and that this information would be made available. PCTPA also has information posted on its web site.

T. Cosgrove asked whether SACOG's developing Blueprint model would be considered a for alternatives analysis. D. Heick—said that perhaps some information would be used, such as revised land use forecasts, at later stages in the process. The schedule for the Tier 1 process is to identify corridor alternatives before the Blueprint process is completed.

Major Proposed Developments

D. Heick identified and briefly reviewed the following list of proposed developments. She asked for PAC feedback on how to realistically evaluate them for possible screening consideration.

- West Roseville Specific Plan
- Placer Vineyards Specific Plan
- South Sutter County Specific Plan
- Placer Ranch Specific Plan
- De La Salle University & Community
- Metro Airpark
- McClellan Park
- Elverta Villages
- West Lincoln

There were no PAC comments.

Resource Mapping for Environmental Screening

Next, D. Heick went on to review the process of resource mapping for environmental screening. D. Heick referenced the various resource/issue maps on the wall for detail. She went on to explain that the process takes existing GIS-based data, and it is then reviewed by the TAC, SAC and other resource agencies, for review for accuracy, and to identify various differentiators among environmental topics. The project team will then apply the data and screen the PSR alternatives, and then identify potential other alternatives.

There were no comments from the group on this topic.

IV. PSR CONCEPT ALTERNATIVES

D. Heick referred to the PSR alignment alternatives map in the meeting information packets. The project team has refined the conceptual alignments according to PSR guidance, data collection/mapping work, and limited fieldwork. She pointed out the 500- and 1000-foot corridor widths and the placement of potential interchanges. She asked the group for feedback regarding the refined concept alternatives.

L. Combs noted that potential Pleasant Grove Road interchanges would be a problem for Sutter County. His concern focused on high-speed travel associated with the amphitheater to the north in Yuba County. He stated that the Board of Supervisors hadn't discussed this issue formally, but he wanted to point this out to the project team. He suggested consulting the Sutter County General Plan and Zoning Ordinance map. He said that an alternative interchange location further west of Pleasant Grove would work more efficiently. He went on to say that if the Parkway crossed Riego Road, there might be associated problems. He also noted that there might be environmental implications to locating an alternative along Sankey Road because of potential Natomas Basin HCP habitat areas.

D. Heick noted that based on comments generated by the PAC, the map will be revised, and distributed for review to the TAC for comment prior to being displayed at the upcoming public scoping meetings.

P. Hill asked about the number of bridges to be built and if any local ones would be needed to protect sensitive areas and to provide access to farms? D. Heick responded that was early in the project planning process, but these questions would be assessed for consideration. Local access would need to be maintained.

VI. PROJECT ISSUES

Stan Tidman reviewed the topic of project issues – most of which had been addressed during the staff presentation and PAC feedback. These issues included:

- Pending/anticipated development proposals – timing and effects on corridor alternative alignments
- Corridor alternatives – there would be no “preferred” corridor alternative identified until the Tier 1 process was completed
- Tier 1 – first of its kind in northern California and need for early/continuing coordination with FHWA, Caltrans, and federal/State resource agencies
- Potential environmental impacts & LEDPA – agriculture, biological resources, growth-inducement, and addressing federal concerns

T. Cosgrove asked if the map shown on page 11 of the PSR (showing very specific alignment alternative locations) could be perceived as the final project alternative. S. Tidman responded that the PSR concept alignments were preliminary. They were based on input developed during the PSR process (preliminary engineering and environmental studies). They were for programming purposes and to develop preliminary cost estimates. The project team understands that the PSR alternatives will need to be put in proper context for the general public, and to continue to reiterate that the entire study area is being considered for appropriate alternatives.

P. Hill raised a concern about the 1,000'-width for the central segment and whether any options had been taken on this land.

D. Heick responded that the project had the most current public information from each jurisdiction related to development/general plans, parcel ownership, etc., but not information at the level of detail that would identify options on individual parcels.

C. McAdam agreed that the project would work with the existing land uses that jurisdictions have assigned. She stressed that the project needed to be aware that information about development would have to come from county contacts in order to continue to get the most accurate picture regarding future land use plans.

G. Garbolino asked if it would be easier to get Parkway approvals for the environmental review and then worry about development as a secondary issue. Another (unidentified) PAC member stated that this dilemma could be an opportunity for the project team to coordinate with County staff on how to plan realistically, related to development.

T. Cosgrove said the project needs the ability to look at the corridor and accurately predict the best method to assess existing conditions, mitigate growth inducement, and consider development plans.

VII. OPPORTUNITIES FOR INPUT

D. Iacofano reviewed public outreach efforts that have been planned or conducted in relation to the project:

- Meetings with TAC, SAC, and PAC members to assess project data and policy issues
- Stakeholder interviews conducted with diverse community groups, businesses, agencies, and environmental contacts
- Community meetings
- Development and distribution of project newsletters
- Creation and launch of a dedicated project web site

VIII. NEXT STEPS

D. Iacofano reviewed future planned project milestone activities related to the project.

- Complete traffic model
- Finalize resource mapping and screening criteria
- Screen PSR alternatives
- Identify/screen other alternatives
- Conduct public scoping meetings on October 6, and October 9

He urged the PAC (and other advisory committee members) to attend the October 6 and October 9 public scoping meetings, if possible.

D. Iacofano stated that the next PAC meeting was scheduled for February 2004. D. Heick added that since that was many months from now, a special meeting may be scheduled between now and February. D. Iacofano stated that the PAC would be communicated with through email regarding any project-related news and information.

Future Actions

- The PAC recommended that the project team schedule briefings and/or project updates for Placer and Sutter County Boards of Supervisors and the cities of Lincoln, Rocklin, and Roseville. Each of these jurisdictions would eventually take action on the proposed project.
- The project team will complete the preliminary identification of alternatives and share them with the PAC.
- Another PAC meeting may be scheduled (before spring of 2003) -- depending upon the outcome of the Placer County Board of Supervisors' West Placer Land Use Visioning Workshop on October 20, or other events.

Close

Meeting adjourned at 3:40 PM



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items **FINAL 5-26-0**

Meeting Description: Placer Parkway Corridor Preservation –Policy Advisory Committee Meeting #2
Meeting Date March 4, 2004
Minutes **Location:** City of Roseville Corporate Yard – Rooms #2 and #3
Date: Hilltop Circle

Persons Attending			
Name	Affiliation	Name	Affiliation
Bill Santucci	Placer County Board of Supervisors (District #1)	Jeff Clark	Sacramento Public Works Agency – Transportation
Robert Weygandt	Placer County Board of Supervisors (District #2)	Tom Brinkman	Placer County Public Works
Jennifer Pereira	Placer County Board of Supervisors	Larry Combs	Sutter County, County Administrative Officer
Dennis Nelson	Sutter County Board of Supervisors (District 2)	Steve Propst	Caltrans Local Assistance
Dan Silva	Sutter County Board of Supervisors (District #5)	Celia McAdam	PCTPA, Executive Director
Tom Cosgrove	City of Lincoln, City Council	Stan Tidman	PCTPA, Project Manager
Peter Hill	City of Rocklin, City Council	Fritts Golden	URS, Environmental Manager
Gina Garbolino	City of Roseville, City Council	Denise Heick	URS, Project Manager
Jody Lonergan	Caltrans District #3	John Long	DKS Associates, Traffic
Rick Dondro for Jan Christofferson	Placer County Executive Officer	Gary Horton	URS, Traffic Manager
Rob Jensen	City of Roseville Public Works Department	Sharon Kyle	MIG, Inc., Public Outreach
Minutes			

MEETING SUMMARY

Purpose

The meeting was convened to review with the PAC the Technical Memorandum on the Screening Evaluation of PSR Alternatives, and to receive PAC feedback on the Memorandum’s recommendations and direction on goal/policy issues.

Technical Memorandum Overview

Stan Tidman reviewed the Technical Memorandum, which had been made available to PAC members prior to the meeting along with a briefing package that included combined TAC/SAC recommendations. He explained that the Technical Memorandum had been prepared to present the results of the screening process used to analyze the conceptual Placer Parkway corridor alignment alternatives identified in the 2001 Project Study Report (PSR). He reviewed the organization and contents of each chapter, and encouraged the PAC to provide input, correct information, and ask detailed questions. Recommended potential modifications

were included in the Technical Memorandum and discussed by the PAC.

Recommendations and Conclusions

During the PAC meeting, the following items in **bold** were considered. PAC actions and recommendations are noted in *italic*.

A. Potential Modifications Eliminating or Adjusting PSR Corridor Alignments

#1. Reroute central and southern alignments north of the current alignment to avoid a large vernal pool complex located immediately northeast of the West Roseville Specific Plan area.

PAC concurred with TAC/SAC to route the central and southern alignments north to avoid sensitive areas. Some PAC members expressed concern about the ‘jogs’ in the alignment and felt they might discourage use of the future Parkway.

#2. Eliminate the northern corridor alignment between SR 70/99 and approximately Amoruso Acres.

PAC concurred with dropping the northern corridor alignment between SR 70/99 and a point just east of Amoruso Acres on Sunset Boulevard West.

#3. Modify the central corridor alignment:

#3a. Minimize encroachment into large wetland/vernal pool area and conservation area at Curry Creek.

PAC concurred with TAC/SAC in shifting the central corridor alignment north in the vicinity of the confluence of two branches of Curry Creek. In response to a more southwesterly direction for the alignment, the PAC felt that this warranted further study.

#3b. Adjust alignment in western segment to avoid Pleasant Grove/Sankey community and designated conservation area.

PAC concurred in shifting the central corridor northward to avoid a part of the Pleasant Grove/Sankey community and the designated conservation area.

#4. Modify the southern corridor alignment

#4a. At eastern end, extend it west before descending south, avoiding an historic ranch complex, vernal pool areas, and future Section 4(f) properties in West Roseville Specific Plan.

PAC concurred with adjusting the southern corridor westward to avoid resources noted.

#4b. At southern edge (parallel to Baseline Road), avoid large man-made waters and one rural residential community by moving corridor north or south

PAC supported moving the alignment one mile north of Baseline Road and eliminating an alignment close to Baseline.

#4c. Move corridor closer to Baseline Road to minimize growth inducement

PAC recommended eliminating an alignment closer to Baseline Road.

#5. Work with Sutter and Placer County staff to identify working farm units; the evaluation of corridors using this information.

PAC concurred with the recommendation of continued coordination with Placer and Sutter County agricultural staff to identify working farms for use in evaluating alignments.

B. Other Potential Modifications

Recommendations for Other Potential Modifications

In response to a suggestion of a more southwesterly direction for the ascending portion of the southern alignment, the PAC felt that this warranted further study.

C. Additional Direction

Connections to State Routes

Sunset Boulevard Connection – *PAC concurred with eliminating this connection.*

North of Sankey Connection – *PAC concurred with eliminating this connection.*

South of Riego Road Connection – *PAC recommended eliminating this connection (due to potential growth inducing factors) after meeting and assessing it with the City of Sacramento and Sacramento County.*

D. Goal/Policy Issues & Input

No Access – Fiddymment Road to Pleasant Grove Road – with the exception of a potential Watt Avenue extension.

PAC reaffirmed that there would be one potential access point between Fiddymment Road and Pleasant Grove Road. The PAC requested that the project team define growth inducement in the Technical Memorandum and provide additional information to eliminate apparent inconsistencies, and to reexamine the Watt Avenue connection. The project team clarified that any future Watt Avenue extension would not be a part of the Placer Parkway project, but that the Parkway project would study a potential future connection with it.

No-Development Buffer

PAC stressed that the idea of the no-development buffer must be reaffirmed in terms of the current development situation. The PAC concurred that the buffer size and location should be flexible and related to performance standards, and should maximize opportunities to incorporate adjacent sensitive areas into the buffer. The Parkway should include a component protective of agriculture and it needs to be elastic, i.e., have the ability to expand if necessary.

MEETING NOTES

I. INTRODUCTIONS

The 2nd Policy Advisory Committee (PAC) was held on March 4, 2004 at the City of Roseville Corporation Yard. Celia McAdam, Executive Director of the Placer County Transportation Agency (PCTPA) opened the meeting and welcomed the group. After introductions around the room, she turned the meeting over to Stan Tidman, PCTPA Project Manager, to review project activities since that last PAC meeting in 2003.

S. Tidman provided an overview of the project purpose as a regional transportation facility; goals related to the 2000 Conceptual Plan/PSR; design and construction costs /timeline and the corridor preservation process (the environmental review process, Tier 1 process); and final property acquisition/project right-of-way. He also discussed issues reviewed the September 2003 PAC meeting, including:

- Tier 1 Environmental Review Process
- Coordination with Resource Agencies (Finding agreement related to the Least Environmentally Damaging Practicable Alternative)
- Goals/Policies (Access, No development buffer)
- Pending and Anticipated Development in Project Area—West Roseville Specific Plan, Placer Ranch Specific Plan, De Salle University and Community
- Curry Creek Community Plan
- Development of the Technical Memorandum (S. Tidman briefly discussed the discussions and recommendations related to the Memorandum from recent Technical and Study Advisory Committee meetings)

Project Schedule Review

S. Tidman discussed current project status related to overall schedule/activities. He briefly covered the status of critical milestones related to both completed and planned technical assessments/advisory meetings, public outreach activities (upcoming meetings planned in fall 2004) and the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR), planned for fall 2005. S. Tidman mentioned that the team was closely coordinating with resource agencies (Army Corps of Engineers and Environmental Protection Agency) regarding the LEDPA, and the possibility that this could cause the schedule to slip slightly.

II. DRAFT TECHNICAL MEMORANDUM OVERVIEW

S. Tidman began with a review of the Technical Memorandum content:

- Chapter 1 – Introduction/Purpose of Technical Memorandum
- Chapter 2 – Project Background
- Chapter 3 – Alternatives Identification Process.
- Chapter 4 – Transportation Analysis of PSR Alignments (growth projections/development scenarios/travel forecasting).
- Chapter 5 – Environmental Screening (data collection/screening criteria/data analysis of existing conditions).

Chapter 6 – PSR Corridor Alternative Screening Summary and Recommendation.

Potential Fatal Flaws

S. Tidman explained that for the project a fatal flaw was defined as anything that would stop the project or would not meet its purpose and need. He noted that during review of the corridor alignments, no fatal flaw had been revealed; however, some constraints had been identified.

Compatibility with Goals and Policies

S. Tidman briefly reviewed the six goals and policies of the project:

Goal 1 – Create a controlled access highway.

Goal 2 – Maximize mobility and accommodate planned growth.

Goal 3 – Avoid growth inducement and protect rural character of agriculturally designated areas.

Goal 4 – Minimize environmental impact.

Goal 5 – Improve safety and minimize hazards.

Goal 6 – Achieve feasible and equitable financing.

III. POTENTIAL MODIFICATIONS TO PSR CORRIDOR ALIGNMENT ALTERNATIVES

S. Tidman discussed potential modifications to the PSR corridor alignment alternatives. The five potential modifications were identified during the screening of the PSR alternatives, a process designed to reduce potential adverse impacts.

Potential Modification #1 – Reroute central and southern alignments to the north for connections at Whitney Boulevard to avoid a large vernal pool complex located immediately northeast of the West Roseville Specific Plan area.

Potential Modification #1 Comments

Jody Lonergan, Caltrans District 3, asked if the alignment map being referenced during the meeting (a large full color map of the project study area used to orient the PAC during alignment discussions) was included in the Technical Memorandum. She said she thought it would be helpful for all the PAC members to have such a map to refer to during the meeting. S. Tidman said the map was not in the Technical Memorandum, but he could provide a copy.

Peter Hill, City of Rocklin-City Council said he was confused about information presented in the Technical Memorandum and the potential modifications shown in the presentation map. He followed up by asking how the meeting briefing package materials distributed to PAC members prior to the meeting corresponded to information being presented during the meeting. J. Lonergan she was also confused by the PAC meeting briefing package information and how it correlated to the alignment map being used as a reference for the group discussion. S. Tidman clarified that the PAC was being asked to respond (with questions, adjustments, and additional recommendations) to the modifications being shown as part of the presentation, and as recommended in the Technical Memorandum. Denise Heick, URS Project Manager, responded that she understood how the information could be confusing, but the maps referenced during the

meeting were still conceptual and were not available for distribution until after they had been reviewed by the project's traffic engineers. They were sketches of how the recommendations in the Technical Memorandum would look.

Bill Santucci, Placer County Board of Supervisors (District 1), asked if modification #1 showed any changes to the central segment. D. Heick responded, yes; she indicated where resources were located that led to the recommended modification.

Larry Combs, Sutter County-County Administrative Officer, said the directness of the route was a primary concern to project area travelers. He was concerned that people might use local roads as alternatives to the Parkway if it were to twisting, and stressed that decisions related to alignment routes should be assessed in a simple and logical manner. L. Combs said that he wanted to review traffic analyses to see what impacts were projected as the area developed. John Long, DKS Associates (traffic consultant), responded that a series of scenarios had been analyzed for the project. He said there was environmental trade-offs related to the alignment scenario, and associated traffic implications.

L. Combs said he felt that the project analysis was projecting minor growth in Sutter County, and he thought this was inaccurate based on known plans and discussions with developers. He wondered how this would be reconciled. J. Long responded that the project team had developed additional scenarios working with the TAC, and then studied projections related to planned/existing development in each county located in the project area. One scenario was to use the MTP (which shows little development), the other was a scenario that tests greater growth and development.

Dan Silva, Sutter County Board of Supervisors, asked staff what was considered the most contentious project issues. C. McAdam responded that policy issues such as, no-development buffers and no access in the central segment except a possible Watt Ave. extension seemed to be the principal issues.

T. Cosgrove agreed that working through the issues related to access and the buffer zone would be one of the major project hurdles during agency coordination. He noted that these policies had been developed to address the issue of growth inducement.

C. McAdam stated that potential modification #1 was based primarily on avoiding vernal pools. She asked the group if they concurred with this premise. B. Santucci said he was curious about the jogs in the alignments and felt they might discourage use of the Parkway. To get a straighter alignment it may be necessary to look at potential impacts and offset them. He also expressed concern with the southern route that had a lengthy north/south segment. T. Cosgrove referenced the "Marconi Curve" project (SR 160 – north of Sacramento), which was designed to avoid a farm well and ended up becoming a concession that everyone had to live with. He asked if there was a benefit to using the corridor to acquire and protect environmentally sensitive areas.

Robert Weygandt, Placer County Board of Supervisors (District 2), said a meandering roadway was not a problem as long as it didn't compromise the speed of roadway users. T. Cosgrove said the project should think of the most convenient route for the alignment, otherwise people would find alternative routes on surface streets. A good alignment would make it more likely to be supported by the community. L. Combs said the Marysville area becoming a bottleneck, and commuters coming south on Highway 99 would be looking for an alternate route across to Highway 65. He said this would take people over Howsley and other east-west roads.

L. Combs stressed that the highway connections had to be convenient to users. B. Santucci agreed with T. Cosgrove and L. Combs that if the connections to the Parkway were not convenient people wouldn't use it. Part of the intent of the Parkway was to get people off Baseline.

J. Lonergan said, based on her experience on similar projects, agency agreement on the LEDPA was essential. She stressed that agencies could tie up the project if they don't agree that the LEDPA was identified. Gina Garbolino, City of Roseville-City Council, said that the project should seek to choose an alternative that best meets the transportation needs of the area, while acknowledging the agencies have influence.

D. Silva noted that this is a regional project, and he believed commuter connectivity to job centers would be an important issue for the project to address. He said the most practical route is one that moved travelers efficiently. T. Cosgrove said during the project's history the Parkway looked at centers of commerce and residences, plus the need to get people to Sacramento. He felt that EPA wasn't as concerned with commuter needs as other issues, but they could potentially stall the project if it didn't address environmental issues. C. McAdam said that addressing the various project needs continued to be challenging.

Recommendation for Potential Modification #1

PAC concurred with the TAC/SAC conclusions, and agreed to routing the central and southern alignments north to avoid sensitive areas.

Potential Modification #2 – Eliminate northern corridor alignment from SR 70/99 to Amoruso Acres and transition it to a central and/or southern route at this location.

S. Tidman noted that the alignment went through an agricultural area that is important to Sutter County. He said this alignment offered the least traffic benefits and had the greatest potential among the alternatives for growth inducement. However, it appeared to have the fewest environmental impacts to aquatic resources.

Potential Modification #2 Comments

D. Heick said that the elimination of the northern alignment should be tempered by the implications for identifying the LEDPA. She added that in the NEPA/404 process the environmental benefits of the route would need to be compared to the modified alignment scenarios (rather than to the original alignments). D. Silva said he was not yet in favor of dropping the alignment. J. Lonergan asked how large the environmental difference was. She made note of another project where they could not get EPA to agree to a less than 4 acre difference between alternatives. She pointed to her past experience with the EPA potentially stalling a project with questionable LEDPA impacts. D. Heick said there were no riparian impacts and about 31 acres of wetlands impacts on the alignment. Others had more, between 28-60 acres on other project alignments. T. Cosgrove concurred that EPA could be unyielding in its environmental impacts stance. J. Lonergan asked if proposed alignments were based on development and non-development scenarios. D. Heick responded that the project based the alignments on both development and non-development scenarios.

Rick Dondro, Placer County Dept. of Public Works (representing Jan Christofferson, Placer County Executive Officer), said he believed that this northern route was not very direct, and relieving Baseline Road wasn't optimal with this alignment. L. Combs asked if the northern alignment could continue across

on Howsley rather than dip down to Highway 70/99. G. Garbolino said this northern connection would be very inconvenient for anyone in the Roseville area. People headed south would see no travel benefits and would use Baseline Road.

T. Combs asked if the project could go outside of the study area in the northern area to consider other alignment modifications. J. Long said that during the project development, it was found that the areas to the north had the fewest traffic benefits. C. McAdam added that the spacing needed between interchanges also figured into the configuration of this alignment.

P. Hill asked about the downside of leaving this alignment in for another round of analysis. If this option was left in, would it be considered for evaluation during future environmental assessments? D. Heick said the choices were to leave it in for further review, or the PAC could agree to eliminate it. P. Hill said he didn't feel the northern alignment was of benefit to the cities of Roseville or Rocklin, so it should be eliminated. T. Cosgrove said he believed some agencies would prefer this alternative because of its environmental merits. We don't know if resource agencies will want it back in. G. Garbolino said she didn't care if agencies preferred the alignment, the point was to provide benefit to the communities. D. Heick said realistically the project team must work with the agencies in order for the project to move forward. Lack of cooperation could slow down the project. G. Garbolino suggested that perhaps there were other alternatives that could be reviewed and considered, since the evaluation process was still ongoing.

C. McAdam asked what the PAC's decision was regarding the northern alignment modification. She asked whether the PAC wanted additional information to assist with the decision making process. The project team could also bring back more information from upcoming agency meetings for the PAC to consider. G. Garbolino said she didn't support this alignment. B. Santucci said he didn't support this potential modification. R. Weygandt said the group must think strategically regarding demonstration of a thorough evaluation process for any alternative presented. L. Combs said the project must look at the alternatives in the context of current conditions, not merely based on past historic considerations that may have changed.

C. McAdams asked if there were any objection to adopting modification #2 eliminating the northern alignment. There was general consensus from the PAC to drop the alignment.

Recommendation for Potential Modification #2

PAC concurred with the elimination of the northern corridor alignment between 70/99 and a point just east of Amoruso Acres on Sunset Boulevard West.

S. Tidman then introduced potential modifications 3a and 3b.

Potential Modification #3a – Minimize encroachment into large wetland/vernal pool conservation area at the confluence of two main branches of Curry Creek to reduce habitat fragmentation and impacts.

Potential Modification #3b – Adjust alignment in western segment to avoid Pleasant Grove/Sankey community and designated conservation area.

There was general concurrence among PAC members to adopt these modifications.

Recommendation for Potential Modifications 3a-3b.

a. PAC concurred with SAC/TAC regarding shifting the central corridor alignment north in the vicinity of

the confluence of the two branches of the Curry Creek).

b. PAC concurred with SAC/TAC regarding shifting the central corridor northward to avoid part of the Pleasant Grove/Sankey community and a conservation area.

S. Tidman then introduced potential modifications 4a through 4c.

4a – Avoid historic ranch complex, large vernal pool areas, and future Section 4(f) properties in the West Roseville Specific Plan Area at the eastern end.

4b – Avoid large man-made water of the U.S. and rural residential community along the southern edge.

4c – Move the corridor closer to Baseline Road to minimize growth inducement.

Potential Modifications #4a-c Comments

D. Silva asked where the modification was located on the large presentation map. D. Heick indicated the locations in question.

R. Dondro noted that the water feature (water ski park/catfish pond) near Baseline Road was man-made, possibly constructed over an historic wetland area. The “community” above Baseline Road is very loosely defined. D. Heick said the TAC suggested that the project team undertake more research into this topic. The project team researched the history of the area and identified seasonal wetlands in historic air photos.

T. Cosgrove suggested that the closer the Parkway is to Baseline Road the less the traffic benefit would be to the area. G. Garbolino agreed. R. Dondro said two major transportation facilities next to each other would not provide traffic benefits to this area. B. Santucci said he didn’t support having a Parkway next to Baseline, that it would create lawsuit after lawsuit, and that Placer Vineyards and other developers would probably oppose to this notion. J. Long added that a factor would be the location of future interchanges and efforts to avoid the community in this area. T. Cosgrove recommended moving the alignment be one-mile north of Baseline Road to optimize this route.

D. Heick added that other considerations related to this option include, the southern alignment hugging Baseline Road, along with development of the Sutter County community plan. She suggested that the outcome of the plan might be consistent with mitigating growth inducement in this area. T. Cosgrove added that the Parkway would cause some growth inducement (no matter where it was ultimately located); having it close to Baseline Road would be only a temporary “urban edge”.

There was consensus among the PAC members for a 1-mile separation between Baseline Road and the alignment.

Recommendations for Potential Modifications 4a-4c

a. PAC concurred with SAC/TAC regarding adjusting the southern corridor westward to avoid natural and cultural resources.

b. & c. PAC supported moving the alignment paralleling Baseline Road one mile-north of the road and eliminate an alignment close to Baseline Road.

S. Tidman then introduced modification #5.

Potential Modification #5: Work with Sutter and Placer County staff to more specifically identify farm units, and evaluate corridor alignments using this information to minimize impacts.

Potential Modification #5 Comments

P. Hill said he agreed with preserving working farms, but wanted some clarification on the definition of working farms. D. Heick said the working farms were single operations with features such as irrigation system connectivity and that contributed to agricultural viability. T. Cosgrove noted that some may claim to be “working farms” but were not contributing. D. Silva spoke of the need for connectivity for equipment usage and movement. D. Heick noted the intent was to understand what is happening in terms of farm units.

P. Hill asked when this determination needed to be finalized. D. Heick said within the year. T. Cosgrove said the project would have to make sure the working farms were legitimate entities.

Recommendation for Potential Modification #5

PAC concurred with the recommendation for continued coordination with Placer and Sutter County agricultural staff to identify working farms (and gathering more conclusive data).

IV. OTHER POTENTIAL MODIFICATIONS

S. Tidman next brought up the subject of other potential modifications that had not been discussed.

Other Potential Modifications Comments:

R. Dondro expressed concern with the north-south segment of the modified southern alignment being out-of-direction for Parkway users. He briefly discussed what he felt was a better alignment -- a diagonal alignment that angled across the study area in a southwesterly direction before paralleling Baseline Road. He mentioned that this concept was discussed at TAC/SAC meetings and both concurred that this modification merited further study. It was recognized that there may be issues with farmlands and wetlands, and the proposed modified alignment was not yet set. S. Tidman said the TAC/SAC had agreed to consider such an alignment.

B. Santucci said it was worth study, and there was consensus on this.

S. Tidman mentioned that the project team had recently met with Sutter County and there had been a suggestion to mover the Parkway corridor north of Sunset Blvd. West. L. Combs said that people from Yuba City and Marysville would be looking for an alternate to Highway 65, and would take Highway 99 south and look for ways to get to Highway 65 lower down; he believed there was a need for a northern connector. R. Dondro said over time the surface roads would be improved and have the ability to connect east-west. This would supplement the Parkway. L. Combs noted that 12,000 new homes were scheduled to be built to the north.

J. Long said the issue was recognized. Development scenarios would be crafted to include what is not in the MTP. Perhaps traffic data (south Yuba county growth forecasts) that were not part of the initial SACOG forecasts would need to be assessed. He said that the project team would need to discuss this recommendation with the TAC, for feedback and discussion. L. Combs said he needed understand how it was all going to work together. R. Jensen explained that traffic volumes could be layered over existing traffic models and then updated and re-evaluated.

Recommendations Related to Other Potential Modifications – In response to Rick Dondro’s suggestion of a more southwesterly direction for the alignment, the PAC felt that this warranted further study.

S. Tidman continued with a discussion related to additional connections, and direction from the PAC:

V. ADDITIONAL DIRECTION

▪ Retain Sunset Boulevard connection?

PAC Comments

R. Dondro shared that the TAC recommended eliminating the Sunset connection to the Parkway. A future connection to Sunset would be via a local road. P. Hill said that he supported eliminating this connection.

Recommendation Related to Retaining the Sunset Boulevard connection

PAC recommended eliminating this connection.

▪ Retain north of Sankey connection? (which was western end of northern alignment)

Recommendation Related to Retaining the north of Sankey connection

PAC recommended eliminating this connection.

▪ Retain south of Riego connection?

Comments

The project team shared that they had been in recent discussions with the city and county of Sacramento, and proposed eliminating this connection due to potential growth inducing factors.

Recommendation Related to Retaining south of Riego Road connection

The PAC suggested eliminating this connection (due to potential growth inducing factors), but only after the project team met with the City of Sacramento and Sacramento County for their views.

VI. GOALS/POLICY ISSUES & INPUT

C. McAdam facilitated a discussion regarding goals and policies, and asked for PAC feedback and recommendations. She said the project team was looking for reaffirmation of goals:

Policy: “No Access” – Fiddymont to Pleasant Grove (except potential Watt Avenue)

C. McAdam noted that the Sierra Club and others wanted a study of more access in the Central Segment, because they felt that it would eventually occur. SACOG said the project should be studied with the no

access concept. The TAC and SAC input on this issue was not to re-visit or consider any changes to this provision. The Parkway, with this provision, is in SACOG’s MTP.

Comments Regarding No Access

P. Hill shared that he recently met with the project team to discuss concerns related to access. He said he thought the Watt Avenue would probably be connected at a future date. He went on to say he did not know what the “unwanted impacts” to Sacramento were related to a Watt Avenue connection were, and to be sure Sacramento did not have a veto. P. Hill said he wanted more discussion in the Memorandum on growth inducement. He said properly defining the term “growth inducement” would help reduce concerns by the environmental community. He noted a recent UC Berkeley paper that indicated highways redistributed growth rather than induced it. P. Hill referred to Chapter 5 (Environmental Screening for PSR Alignments), section 5 (5-3) of the Draft Technical Memorandum, which discusses implications related to growth inducement and impacts from each alignment. He said he felt that this section was confusing in how it referred to Watt Avenue. He asked G. Garbolino how she thought the Watt Avenue connection would impact the City of Roseville. P. Hill also wondered if there was flexibility in the project to move Watt Avenue west to provide better linkage with the parkway corridor, or if the connection could be with another road, not specifically Watt Avenue.

C. McAdam clarified that the project would not be studying a Watt Avenue extension. Although she agreed that the issue of defining an access point in the Central Segment would be very crucial and should be assessed.

J. Long shared that the project team had been in recent meetings with various jurisdictions regarding the implications of a Watt Avenue connection. He said the project team would have to work with the TAC, and factor in some sensitivity analysis to determine how this would impact recent assessments. P. Hill said he wanted to know more about Sacramento County’s issues related to Watt Avenue. He referenced Chapter 6 (PSR Corridor Alternative Screening Summary and Recommendations), section 6.2, Compatibility with Goals and Principles (page 6-5) and the discussion of Growth Inducement and Watt Avenue.

D. Heick said she thought Chapter 5, section 5-3 related to growth inducement should be amended to address this issue related to Watt Avenue. P. Hill said he felt the term of growth inducement needed further clarification and a more direct link to show its potential project impacts, and he wanted to know what “increased growth pressure” was. T. Cosgrove said the project would need to coordinate closely with the EPA and FHWA to address issues related to growth inducement. He said he understood the definition to mean potential growth, independent of the project. T. Cosgrove said different agencies define growth inducement differently. He thought the EPA would attach growth inducement to the project’s presence, but did not see if the is already potential for growth how the roadway could induce growth. R. Weygandt said that the project needed to carefully consider how to assess growth inducement.. He said the EPA didn’t have the power to determine how local community growth would be determined, but we need to get on the same page with them; but we maybe bending over too much regarding growth. R. Weygandt reminded the project team that there were resources available to support the project (i.e., Sutter County community plan, Placer Legacy, etc.).

T. Cosgrove said the team should define the “highest possible use” of the project area related to growth inducement.

G. Garbolino said the project should clarify that it is trying to accommodate related predicted growth in

the area (and move away from the term ‘growth inducement’). She also felt that a Watt Avenue extension and connection were needed to get the best use out of the Parkway.

C. McAdam clarified that the PAC was recommending that the team needed a definition of growth inducement, and not limit it to a Watt Avenue connection.

R. Weygandt wanted the project to mirror the environmental goals, but not be dictated to.

P. Hill requested additional information related to ‘issues’ of a Watt Avenue extension as they relate to Sacramento County.

J. Long said the Technical Memorandum addressed Watt Avenue and included a description from the Metropolitan Transportation Plan (MTP). He said the MTP stated that even with volume changes based on the introduction of the Parkway, no great impacts (traffic congestion) were predicted. The plan suggested that the largest differentiator would be based on predicted development in various county areas.

T. Cosgrove said his experience working with agencies on projects is that once you do good things with a project, they are put into the baseline conditions and you get no credit if you give too much in the beginning.

J. Clark said he believed any change in Watt Avenue would bring out opposition. R. Weygandt said perhaps calling the Watt Avenue connection something less specific, such as the “Central Connection” might avoid some objections.

Recommendations Related to Limited Access

- *PAC reaffirmed that there would be one potential access point between Fiddymont Road and Pleasant Grove Road.*
- *The PAC requested that the project team define growth inducement in the Technical Memorandum and provide additional information to eliminate apparent inconsistencies, and to re-examine the Watt Avenue connection.*

Policy: “No Development” Buffer

C. McAdams reminded the PAC that the no-development buffer concept was for a 500-foot wide corridor in the east and west segments, and a 1,000-foot corridor in the central segment. The TAC had recommended that in areas now planned for development, there be flexibility in its width.

Comments Regarding No-Development Buffer

T. Cosgrove said that “no development” as a concept, should to be defined with more flexibility in order to mitigate potential environmental issues. It could be used to maximize protection of sensitive areas. R. Weygandt agreed that this concept should be more flexible, and pointed to the county’s community plan to help provide direction on this and several project-related issues in the study area. D. Silva said he felt that high value agriculture) needed to be considered, and farm related resources protected. He asked who would oversee the buffer in the long run. C. McAdam said this was still being assessed as part of the project planning process. D. Silva added that flexibility related to this concept was most important.

Recommendations Related to No-Development Buffer .

- *PAC stressed that the idea of the no-development buffer must be reaffirmed in terms of the current development situation.*
- *The PAC concurred that the buffer size and location should be flexible and related to performance standards, and should maximize opportunities to incorporate adjacent sensitive areas into the buffer. The Parkway should include a component protective of agriculture and it needs to be elastic, i.e., have the ability to expand if necessary.*

VII. OTHER ITEMS/CORRECTIONS

None.

VIII. CONCLUSIONS & NEXT STEPS

a. Summary of Decisions

D. Heick asked for PAC to review the draft meeting minutes carefully once they were distributed, to make sure all recommendations and nuances of the discussion were accurately captured.

b. Future Actions

D. Heick said the project team would send out an alignment map with modifications added by the PAC in approximately one month. C. McAdam said the PAC would be meeting later in 2004 after the fall public meetings. D. Heick said the team would be in touch with the PAC on an interim basis by email.

c. Other Issues

None.

Meeting adjourned at 12:05 PM.



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**

Meeting Minutes & Action Items

Final 11.22.04

Meeting Description: Placer Parkway Corridor Preservation –Policy Advisory Committee Meeting #3

Meeting Date September 14, 2004

Minutes

Location: City of Roseville Corporate Yard – Rooms #2 and #3 – Hilltop Circle

Date: November 3, 2004

Persons Attending			
Name	Affiliation	Name	Affiliation
Bill Santucci	Placer County Board of Supervisors (District #1)	Scott Gandler	City of Roseville
Robert Weygandt	Placer County Board of Supervisors (District #2)	Jennifer Pereira	Administrative Aide – District 2 Placer County
Tom Cosgrove	City of Lincoln, City Council	Jim Holmes	Candidate for Placer County Board of Supervisors
Gina Garbolino	City of Roseville, City Council	Eric Bryant	Bryant Properties
Jan Christofferson	Placer County Executive Officer	Celia McAdam	PCTPA, Executive Director
Larry Combs	Sutter County, County Administrative Officer	Stan Tidman	PCTPA, Project Manager
Dan Silva	Sutter County Board of Supervisors (District #5)	Denise Heick	URS, Project Manager
Jody Jones	Caltrans District 3	Garry Horton	URS, Traffic Manager
Sam A Okhadi	SACOG	Fritts Golden	URS, Environmental Manager
Cathy Chapin	Caltrans District 3	John Long	DKS, Traffic Manager
Loren Clark	Placer Legacy	Daniel Iacofano	MIG, Inc., Public Outreach
Yushuo Chang	Placer County APCD	Sharon Kyle	MIG, Inc., Public Outreach
Rick Dondro	Placer County DPW		
Minutes			

Purpose

To review and obtain feedback and direction on the four potential alternatives being considered for the Tier 1 EIS/EIR; to approve changes in previously discussed goal/policy clarifications; and to update coordination efforts with several other concurrent planning processes.

I. INTRODUCTIONS

Daniel Iacofano (MIG) noted that the meeting would focus on bringing the PAC up to date regarding project progress, including corridor alternatives and Tier 1 EIS/EIR efforts. He reviewed the meeting agenda and emphasized the importance of PAC member feedback on all items, particularly about the potential corridor alignment alternatives.

II. PROGRESS ON PHASE 1 – DEFINING ALTERNATIVES FOR STUDY IN TIER 1 EIS/EIR (INFORMATION/FEEDBACK ITEM)

Stan Tidman (PCTPA Project Manager) briefly oriented attendees to the project area map, and provided background on study boundaries and the west/central/east segments.

Placer Parkway – The Concept

S. Tidman reviewed the corridor concept, explaining that the Placer Parkway was designed to be a regional facility connecting State Route 65 and State Route 70/99. Sunset Boulevard West and Howsley Road bound the project area on

the north and Baseline Road and Riego Road on the south. He noted that earlier planning documents for the Parkway include a ‘Conceptual Plan’ and ‘Project Study Report’.

Project Goals

S. Tidman explained that the earlier planning documents formed the basis for conceptual alignments, preliminary engineering/cost estimates, funding strategies, and six goals for the Parkway. The goals are:

1. Controlled access highway
2. Maximize mobility and accommodate planned growth
3. Avoid growth inducement/protect rural character
4. Minimize environmental impacts
5. Improve safety/minimize hazards
6. Feasible and equitable funding

He noted that at PAC meetings in September 2003 and March 2004, the second and third goals were discussed at length. The focus on these particular goals related to concerns about access in the central segment, planned development, and community-specific impacts.

Design and Construction

S. Tidman reiterated that the current estimated construction costs for the Parkway range from \$200 million to \$300 million (2000 dollars). Construction funding is anticipated in approximately 2015.

Purpose and Need

He next discussed the project’s purpose and need statement, which is driven by current and projected rapid residential and employment growth in Placer and Sutter counties. These would yield significant transportation problems. The project solution would be to preserve a corridor for a future facility (to reduce congestion on local roads and accommodate planned employment growth).

Corridor Preservation

In light of the rapid growth occurring and projected in the region, and to ensure long-term mobility in the region, S. Tidman reiterated the importance of preserving a corridor for development of a future Parkway. The corridor would vary in width. It would be 500 feet wide in the east and west segments and 1,000 feet wide in the central segment. The primary objectives in this phase of the project are to identify corridor alternatives and complete the environmental review process. A tiered EIS/EIR approach is being used because it focuses on broad issues appropriate to the scale of the study and to the objective of this phase -- to preserve a corridor. The document also will include impact mitigation strategies. The design and construction of the Parkway would be reviewed in a Tier 2 document at a future date. He stated that based on the project’s current schedule the Tier 1 EIS/EIR should be completed between 2006 and 2007.

Issues

S. Tidman noted the several recurring project issues:

- *Location of Corridor Alignment Alternatives*—Identification of potential corridor alignment alternatives to be considered in the Tier 1 EIS/EIR
- *Tier 1 Environmental Review*—Complex process designed to move the project process forward more expeditiously (continued project team coordination with associated project stakeholders, FHWA/Caltrans in particular)
- *Resource Agency Coordination*—Additional project step added to support the final project alignment decision process (through agency concurrence regarding the Least Environmental Damaging Practicable Alternative-LEDPA)
- *Pending and Anticipated Urban Development*—Issues (ongoing and emerging) related to timing and overlapping planning processes in various jurisdictions

II.(a) Potential Corridor Alignment Alternatives

S. Tidman outlined the screening process used to identify the four potential corridor alignment alternatives. This work began with the concept alignments from the 2001 Project Study Report (PSR). He noted that the project team evaluated these PSR conceptual alternatives using a transportation, engineering, and environmental screening process designed to detect major issues and fatal flaws. The results of the initial screening were described in a Technical Memorandum (January 2004). The Technical Memorandum also included several recommendations regarding the PSR concept alignments with respect to avoiding or minimizing impacts to resources and communities.

The alternatives refinement process took into consideration additional information provided by the advisory committees, as well as public meeting and NOI/NOP comments. He stated that the project team initiated a second round of the screening for the refined alignment alternatives. Through this refinement process and in meetings with the advisory committees and coordination with various city and county contacts, the project team identified additional potential corridor alignments for further evaluation, which resulted in identification of four potential alignment alternatives for Tier 1 EIS/EIR analysis.

S. Tidman illustrated the screening process by comparing the PSR concept alignments with the four potential corridor alignment alternatives. He used the following environmental issues/existing conditions criteria to make the comparison:

- Vernal pool complexes
- Riparian, wetland & conservation areas
- Socioeconomic resources (existing homes, businesses, farm buildings)
- Floodplains
- Working farm units/Power lines

These examples illustrated how resource avoidance led to the four potential corridor alignment alternatives.

Thematic Finding from Public Meetings

D. Iacofano reported on the August public meetings held in Placer County (Roseville) and Sutter County (Pleasant Grove). He explained that the purpose of the meetings was to review potential corridor alignment alternatives being considered for evaluation as part of the Tier 1 EIS/EIR, and to obtain feedback from interested stakeholders.

At the Roseville meeting, key public meeting comments were:

- *Explain the evaluation process that will determine the final alignment.*
- *Provide more detailed rationale for the “buffer areas” and what will happen to properties adjoining these areas.*
- *Provide an explanation about the land appraisal process and project timing related to appraisals.*
- *Ensure that property owners are justly compensated for their land.*
- *Indicate how the project timing relates to appraisals.*
- *Indicate how far outside the project study area impacts will be assessed.*

D. Iacofano reported that there was a great interest in impacts to property values, and the process in place to ensure fair compensation for land acquired by the project. Community members wanted to ensure that the project evaluation process was fair and complete. He noted that several people expressed concern about trade-offs between “people and species”. An example of this expressed by community members was with regard to the status of working farms versus the value of biological resources (such as vernal pools and various species).

At the Pleasant Grove meeting, key public comments were:

- *Determine how traffic impacts generated by Placer County can be mitigated without negatively impacting Sutter County.*
- *Ensure that property owners play a role as major stakeholders in the project planning process.*
- *Clarify the status of parcels affected by the alignment alternatives, and how the project will determine fair market value for properties acquired.*
- *Maintain the integrity of farmlands and farm operations.*
- *Ensure the project doesn't negatively impact the quality of life in this community.*

D. Iacofano reported that people at the Sutter County meeting expressed concerns about the potential for proportionately larger project impacts to the Pleasant Grove community due to its being relatively more geographically isolated, and the perception that Sutter County would bear the burden of negative project impacts. He noted that the community also voiced frustration that, as they perceived it, traffic impacts from Placer County would be shifted to Sutter County. D. Iacofano added that community members stressed the importance of their becoming more actively involved in planning discussions as key stakeholders. Impacts to their general quality of life were a significant concern.

Discussion:

Gina Garbolino (City of Roseville) inquired why the North of Riego Road to South of De La Salle (diagonal) alignment went through the De La Salle property. Her concern was about potential negative impacts to De La Salle University and village concept being planned at this location.

S. Tidman responded that the topic of adjusting this alignment was discussed at length with the PAC (and other advisory committees). All parties agreed to the need to find a more direct (diagonal) route. This diagonal alignment is viable because it avoids many environmental resources in the area (e.g., vernal pools, conservation areas). This one would remain a viable choice unless there was a good reason to eliminate it.

Denise Heick (URS) added that it was clear that the more direct alignment would go through a prospective project area. It was noted that no construction has taken place and the project hasn't been formally approved or permitted (it is currently in the pre-application process).

Bill Santucci (Placer County Board of Supervisors) asked who would make the final decision regarding the status of this particular alignment as an alternative. D. Heick responded that PCTPA, the South Placer Regional Transportation Authority (SPRTA), and the Federal Highway Authority (FHWA) ultimately make the decision. The project needs to identify the Least Environmental Damaging Practicable Alternative (LEDPA) to satisfy future permitting requirements. She noted that, therefore, the project could not make a decision to eliminate a potential alignment that may include the LEDPA solely based on a development project that hasn't been approved or permitted.

G. Garbolino asked what would happen once the final alignment choice(s) had been concluded. She wondered if the project team would send the regulatory agencies one preferred alignment or four choices. D. Heick said the objective of the Tier 1 process was to identify one final corridor for preservation. She emphasized that the project still needed more input from PAC members, as well as continued coordination with Sutter County, Placer County, and resource agencies regarding the evaluation process. The project team needed to develop a choice of potential alternatives that would be considered seriously by the resource agencies. She added that presenting choices that wouldn't stand up to agency evaluation didn't make sense strategically for the project.

Robert Weygandt (Placer County Board of Supervisors) asked Jody Jones (Caltrans) how much power agencies had in determining or changing alignments. He stressed the importance of the Parkway project staying on schedule with its activities.

J. Jones noted that resource agencies do not necessarily care about what alternatives are presented to them. For a Willits project, Caltrans was directed to an alternative that was not even being considered. She added that the agencies do care that a particular alternative meets the LEDPA standards. They are very stringent about this process. The resource

agencies are more likely to develop their own alignment variation if they are not provided a thoroughly supported array to evaluate.

T. Cosgrove asked if the resource agencies made the final decision (about the alignment) what was the point of all the evaluation and array of choices the project team developed for consideration. D. Iacofano said that the project team was displaying detailed information (for the resource agencies) upon which further analysis could proceed. D. Heick noted that the project team was working with resource agencies to head off any issues based on lack of full disclosure of information. She said the project team hoped that early agency coordination in Tier 1 would lead to a suite of corridor alternatives from which to choose a preferred alternative.

G. Garbolino asked if the resource agencies knew about the corridor alignment alternative choices developed by the project team thus far. D. Heick answered yes, these are a matter of public information.

T. Cosgrove said that the resource agencies' role strengthened his belief that the De La Salle University project should be built as soon as possible. B. Santucci agreed, saying the Placer County had invested a great deal of effort on behalf of the university project (and that should be taken into consideration even if it is not yet 'on the books').

Celia McAdam (PCTPA Executive Director) added that her experience working on the Lincoln Bypass project enlightened her about the complexities of getting agency support for projects. She noted that even with compelling evidence that a project wouldn't cause major impacts, the permitting process was grueling. C. McAdam stressed the importance of early agency coordination and involvement in the alternatives assessment process (to increase the likelihood of agency support of the final alignment alternative during Tier 2).

R. Weygandt asked if the project team had been coordinating with county planning and conservation resource agencies regarding De La Salle University. He noted that the PCTPA project's final alignment won't be identified for at least one year, and stressed the importance of the PCTPA project staying on schedule so that the university planning efforts would not be negatively impacted. D. Heick responded that there had been ongoing coordination with the county planning department and with Placer Legacy (related to various areas within its Habitat Conservation Plan area) to assist with designing alignments that separate development from conservation areas. She added that this is an ongoing process.

T. Cosgrove felt that there needed to be some policy level discussion regarding project need and purpose in light of current planning efforts (to address whether some alignments such as the 'diagonal' one adequately served the purpose and need). D. Heick noted that the wording of the P/N was being discussed with the resource agencies, but was based on the project's own goals and policies. The question of what was regarded as 'development' was in flux. The distinction is made between what is currently planned (and approved) and what is 'future' development. With regard to whether there would be a preferred alternative, the Draft Tier 1 EIS/EIR might not indicate a preferred alternative, but the team would wait until the Final Tier 1 EIS/EIR to indicate a preferred alternative (when more information and public input is available).

B. Santucci asked what the difference was between the data gathering process related to planned development, and approved projects. D. Heick reiterated that the Parkway project acknowledged both existing general planning efforts, and potential future projects, but that potential projects could not be considered as having the same status as existing projects or areas currently planned for development. C. McAdam said that project must be mindful of not assuming any future decisions related to planning efforts. She added that PCTPA (and the project) couldn't presume any decision of the Board of Supervisors on any project.

Larry Combs (Sutter County Administrative Officer) said that he didn't have any major changes in perspective. He noted that the North of Riego Road alternative might not be acceptable if it affected the opportunity for developing an interchange at SR 70/99 and Riego Road itself. B. Santucci inquired as to the reasoning behind the spacing between the North of Riego alignment and Riego Road. D. Heick said the current location was based on direction from Caltrans with

regard to safety issues (associated with less than one mile weaving distance between Sankey Road and the earlier location of the North of Riego interchange). The alignment was moved south to provide the necessary distance between a North of Riego interchange and a Sankey Road interchange, and the design concept provides for braided ramps at a future Riego/70/99 interchange. This would change how SR 70/99, the Parkway, and Riego Road relate to each other with regard to access.

T. Cosgrove stated that in many ways the alignment alternatives look very similar, with variations. He added that it was his understanding that the alignment alternatives were to provide very distinct choices. He said he didn't feel there was a problem with the number of choices, he just noted little difference between how they were configured in the study area. D. Iacofano asked if the PAC had a problem with the array of alternatives overall.

The PAC answered that they were generally satisfied with the choice of alignment alternatives.

D. Heick noted that the project team's job was to document the process used to narrow the study area, and then work to get the alternatives defined, based on eliminating those that had problems associated with them. She added that as the project moved forward the team would provide detailed explanations regarding why certain alignments were included and why others were rejected. A technical memo may be needed to document this process in detail.

D. Silva asked whether a Sunset Boulevard West - Howsley Road alignment was considered. John Long (DKS) said initially there was such a corridor. The conceptual plan established the north project boundary. He noted that the project team couldn't take a corridor alignment too far north because of vernal pool impacts and problems connecting it with SR 65. Anything that far north also greatly reduced the Parkway's traffic benefit. D. Silva added that people traveling towards Yuba City have indicated that this would be the most direct way to get to Roseville.

R. Weygandt acknowledged the rationale behind the screening and refinement process, and the necessity for agency support (for both the methodology and alignment choices). He noted the importance of the project team coordinating closely with county planning officials. D. Heick responded that the project team has been involved in ongoing coordination efforts with Placer Legacy, County planning staffs, and local developers. Lines of communication are good.

L. Combs asked what agency representatives the project team consulted with regarding the decision about an earlier proposed southern alignment into northern Sacramento County. D. Heick said that in discussions with all the advisory committees, they supported dropping this alignment, but deferred to City and County of Sacramento planning representatives. The team met jointly with representatives from both jurisdictions who concurred with dropping this potential alternative.

II.(b) Next Steps

S. Tidman reviewed the project activities needed to move forward with the alternative selection process:

- Complete Alternatives Identification
- Account for Scheduling Considerations. The Modified NEPA/404 Process is slowing the process. The project team is aware that project delay will affect Placer County's work to process the proposed university specific plans. The Project Development Team would be consulted to discuss ways to stay on schedule and to continue resource agency coordination. He also noted that an upcoming Sutter County advisory ballot measure could affect the current general plan, potentially resulting in some residential use in commercial/industrial designated areas. This may affect project roadway components, alignment configurations, and connections to SR 70/99. The project team will be meeting with Sutter County Department of Public Works representatives and developers to discuss the implications of the ballot measure.
- Begin Tier 1 EIS/EIR
- Continue Public Outreach Process

III. GOALS AND POLICY CLARIFICATIONS (ACTION ITEM)

C. McAdam reminded the meeting participants that the project team addressed the topic of goals and policy clarification at the last PAC meeting (March 2004). Direction to clarify the wording of some goals and policies was provided at this earlier PAC meeting. Most were provided to the PAC in a May 17 Staff Report and again (with one addition) in the Staff Report for this meeting. No comments were received on either version of these clarifications. C. McAdam reviewed the clarifications and asked the PAC to provide confirmation/consensus on them.

- **Goal 2: Maximize mobility and accommodate growth under existing general plans**

1. Revise the third “Potential Implementation Mechanism:”

~~Do not allow Restrict~~ access in the 7-mile segment between Fiddymont Road and Pleasant Grove Road to one potential connection to a future extension of Watt Avenue or another nearby roadway extension. ~~but study the impacts of access at a Watt Avenue extension.~~ Study the impacts of Placer Parkway with and without such a connection.

- **Goal 3: Avoid growth inducement and protect rural character of agriculturally designated areas**

1. Revise the second Policy:

Create a no-development buffer zone along Parkway. This buffer zone is to be flexible for agriculturally-designated land undergoing urban development. The buffer zone is to be based on performance standards on a case-by-case basis. The buffer zone should maximize opportunities to incorporate adjacent sensitive areas.

2. Revise the first “Potential Implementation Mechanism:”

Request State legislature to adopt Parkway as State route and have legislation restrict access (i.e., allow only one potential ~~no~~ access between Fiddymont Road and Pleasant Grove Blvd ~~except~~ at an extension of Watt Avenue or another nearby roadway extension).

3. Revise the second Potential Implementation Mechanism:

Buy agricultural/conservation easements in areas along Parkway to prevent development within the buffer zone.

T. Cosgrove asked for clarification regarding the reference to “existing general plans”. D. Heick responded that “existing general plans” referred to Board of Supervisors approved plans only. C. McAdam noted that the project team was aware of the nuances regarding the various planning efforts underway in Placer and Sutter counties, and continued to work with the respective jurisdictions and various developer representatives.

D. Silva expressed a concern about local road continuity across the Parkway and how this might affect emergency services. Several project team members responded that this topic had also been noted by several stakeholders, and that the project would restore local access. This would be evaluated in detail in Tier 2.

IV. MULTIPLE CONCURRENT PLANNING PROCESSES (INFORMATION ITEM)

S. Tidman cited ten different planning or development projects in or just outside of the corridor preservation's project area. Each had different issues, processes, and schedules. Most of these reviews and their accompanying environmental work would be done before the corridor preservation's Tier 1 EIS/EIR. He said there appeared to be a lot of confusion about how the Parkway project 'fit' with these as well as how they were being coordinated among several jurisdictions. He reported that the project team continued to meet with representatives for De La Salle University and Community, Placer Ranch, and local jurisdictions including Public Works departments to sort out various land use planning issues. He noted that the project team also met with SACOG (re. its Blueprint planning process and to review their vision of the Parkway project). S. Tidman noted at that meeting the intention to follow the Parkway project's stated goals and policies (as adopted by the SPRTA and SACOG boards) and to work through environmental permitting considerations. A 'Main Street' concept with multiple access in the central segment was not compatible with Parkway goals and policies. It was acknowledged that some local plans might not mesh with the more regional perspective SACOG takes. There was agreement between the project team and SACOG that the Blueprint's land use scenario and supporting transportation policies being put forward would mirror the Parkway project's goals and policies.

S. Tidman added that the project would continue its coordination efforts, with the primary focus being the development of a reasonable range of alternatives to satisfy federal requirements.

T. Cosgrove noted that many resource agencies had a very 'linear' review process that can prove time consuming. He suggested that the project team get all the resource agencies in a room at one time work through outstanding issues. C. McAdam shared that EPA and COE were meeting with the project team in the Modified NEPA/404 process. However, U.S. Fish and Wildlife Service (USFWS) had not been responsive to invitations, attending no NEPA/404 meetings to date. C. McAdam added that it was virtually impossible to convene all parties at once to discuss issues, and that resource agencies have their own way of working through their review processes. There is no guarantee as to what an 'agreement' would mean, as agencies sometimes change their minds later.

V. CONCLUSIONS AND NEXT STEPS

D. Heick noted that this would probably be the last general PAC meeting for this year—unless the PAC indicated a need to meet again. The Tier 1 EIS/EIR process may be initiated before the next PAC meeting. She stated that the project team would remain in contact with the PAC membership through email.

Rick Dondro, Placer County Public Works, asked if FHWA and the SPRTA Board would make final corridor alignment choices. D. Heick confirmed that this was the process, with input from Sutter County, Placer County, and resource agencies. She cautioned the PAC about not prematurely eliminating an alignment based on future planning decisions, as the resource agencies were interested in identifying a LEDPA, which could traverse potential future projects.

T. Cosgrove asked everyone to remember to temper final alignment recommendations, and not be influenced by uncertain future planning decisions. Also, to be aware that issues extended beyond only the environment. B. Santucci said that if the current project focus was to evaluate the range of alternatives, he could support where the project was in that process. There is a need to take into account all the pluses and minuses in the characteristics of each alternative.



Meeting Minutes & Action Items

Final: 05-26-06

Meeting Description:		Placer Parkway Corridor Preservation Study – Policy Advisory Committee Meeting #4	
Meeting Date:		August 31, 2005	Location: McBean Pavilion, Lincoln
Persons Attending			
Name	Affiliation	Name	Affiliation
Bill Santucci	Placer County Board of Supervisors (District #1)	Jan Christofferson	Placer County Executive Officer (Ex Officio Member)
Robert Weygandt	Placer County Board of Supervisors (District #2)	Celia McAdams	PCTPA, Executive Director
Dennis Nelson	Sutter County Board of Supervisors (District #2)	Stan Tidman	PCTPA, Project Manger
Tom Cosgrove	City of Lincoln, PCTPA Board, SACOG Representative	Joanne Koegel	Koegel & Associates
Peter Hill	City of Rocklin, SPRTA Board	Denise Heick	URS, Project Manager
Gina Garbolino	City of Roseville, PCTPA Board, SPRTA Board	John Long	DKS Associates, Traffic Task Manager
Jody Jones	Caltrans, District 3 Director (Ex Officio Member)	Gary Horton	URS, Engineering Task Manager
Larry Combs	Sutter County – County Administrative Officer (Ex Officio Member)	Vikrant Sood	MIG, Public Outreach

Note: Approximately 25 to 30 people were in the audience. These included project vicinity property owners, elected officials, several Technical and Study Advisory Committee members, and Foothill Associates' staff.

1. Meeting Purpose

The purpose of the meeting was to present information to the PAC and to get input on the following topics:

- Make a recommendation to the South Placer Regional Transportation Authority (SPRTA) on the screening analysis for the two Foothill Associates' alignments, considering the Technical Advisory Committee (TAC) and Study Advisory Committee (SAC) recommendations;
- Review and comment on the draft revised second cumulative development scenario; and
- Discuss and provide feedback on the modified NEPA/404 process.

The PAC recommendation is to be presented to the SPRTA Board on September 28, 2005. Placer County Transportation Planning Agency (PCTPA) staff and consultants provided the following handouts at the

meeting (these handouts were also made available on URS Corporation's (URS) ftp site before the meeting):

- Policy Advisory Committee Staff Report – Celia McAdam, PCTPA Executive Director – August 26, 2005
- Foothill Associates Report - December 10, 2004
- Environmental Screening Data – August 18, 2005 (matrix)
- Proposed and Modified Foothill Associates corridors Shown with PCTPA Potential Corridor Alignment Alternatives – August 18, 2005 (map)
- Relative Benefits and Drawbacks of Foothill Alignments and Recommendations made by TAC and SAC
- Planned and Programmed Major Transportation Improvements and Development Projects (map)
- Draft Development Scenarios for Western Placer County EIRs (matrix)
- Purpose and Need Statement
- Screening Criteria for Selection of Range of Alternatives
- Current USEPA Proposals for Avoidance Alternatives

Celia McAdams, Executive Director, PCTPA, opened the meeting and welcomed the members to the 4th PAC meeting. She introduced Joanne Koegel, meeting facilitator, who asked for self-introductions and provided an overview of the agenda. Stan Tidman provided a brief project update. This included a review of Placer Parkway basics; project objectives; process highlights (public outreach, the four recommended 2004 corridor alignment alternatives, and SPRTA Board direction to screen the Foothill alignments), and several project challenges.

2. Foothill Associates Alignment Screening

Denise Heck, URS, introduced the Foothill Alignment screening work by outlining the background (initial Foothill report, SPRTA Board direction, data validation, and screening) and results of the Foothill Alignments screening process (GIS data and adjustments, curve radius, and Watt Ave. connections). She referred to the handouts and slides showing the 2004 recommended corridor alignment alternatives and the Foothill alignments.

A. TAC Summary & Recommendations – August 10, 2005

Ms. Heck summarized this meeting's highlights. She reviewed some TAC issues including the 4,600-foot curve radius screening standard (safety/flexibility), a potential Parkway connection with an extension of Watt Ave., and screening methodology comments. The TAC's recommendations were to:

- Eliminate Foothill Alignment Nos. 1N and 1S (north of Pleasant Grove Creek).
- Re-draw Foothill Alignment Nos. 2N and 2S (south of Pleasant Grove Creek) based on a reduced curve radius (less than 4,600 feet) that would meet a minimum design speed of 70-mph and re-screen the revised alignment.

Peter Hill, City of Rocklin, asked for an explanation of the 70-mph design speed, 4,600-foot curve radius, and why the curve radius was relaxed. Ms. Heck answered that the design speed and curve radius were engineering screening standards to ensure safety and maximum flexibility to locate a future roadway within a corridor. Garry Horton, URS, added that the 4,600-foot curve radius standard was used for all of the potential corridor alignment alternatives. P. Hill asked if the relaxed curve radius for the revised Foothill Alignment Nos. 2a and 2b met the required 70 mph design speed. D. Heck responded yes – it did. Ken Whitney (Foothill Associates) asked if 70 mph was the minimum design speed. Ms. Heck responded that it was.

B. SAC Summary & Recommendations August 25, 2005

Ms. Heick summarized this meeting's highlights and the its recommendations:

- Eliminate Foothill Alignment Nos. 1N and 1S.
- Carry forward the revised Foothill Alignment Nos. 2a and 2b (reduced curve radius – meeting 70 mph design speed) with SR 70/99 connections at Sankey Rd and north of Riego Rd., respectively.

C. Overview of Benefits/Drawbacks – As Agreed to by TAC & Modified by SAC

Ms. Heick reviewed TAC/SAC conclusions, via the screening work, as benefits and drawbacks for each Foothill Alignment. She indicated that Foothill Alignments were compared with similar 2004 corridor alternatives:

- Foothill Alignments #1N and 1S were compared with 2004 corridor alternative #4 (yellow).
- Foothill Alignment #2S was compared with 2004 corridor alternative #3 (blue)
- Foothill Alignment #2N was compared with 2004 Corridor alternative #4 (yellow)

Foothill Alignment -- 1N

Relative Benefits:

- Giant Garter Snake
- Valley Elderberry Longhorn Beetle
- FEMA 500 yr. Floodplain
- Farmlands of Statewide Importance

Drawbacks:

- Aquatic Resources**
- Riparian Habitat
- Farms/Homes
- PCCP Conservation Opportunity Area: Significant Agency Opposition
- Reduced Traffic Benefits: Location would draw fewer users from local roadways; no connection to a potential Watt/Blue Oaks interchange

Foothill Alignment – 1S

Relative Benefits:

- Upland Wildlife Habitat
- Swainson's Hawk Nesting Habitat
- Valley Elderberry Longhorn Beetle
- Farmlands of Statewide Importance

Drawbacks:

- Aquatic Resources**
- Waterfowl, Riparian Habitat
- Farms/Homes
- Prime Farmland
- PCCP Conservation Opportunity Area: Significant Agency Opposition
- Reduced Traffic Benefits: Location would draw fewer users from local roadways; no connection to a potential Watt/Blue Oaks interchange

** Emphasis was placed on aquatic resources due to permitting concerns.

Ms. Heick re-stated each benefit and drawback for both of these alignments. Bill Santucci, Placer County Board of Supervisors, asked about SR 70/99 connections. Ms. Heick indicated these alignments had connections at Sankey Rd. (1N) and north of Riego Rd. (1S).

For both of these alignments, she emphasized resource agency concerns (U.S. Fish & Wildlife Service, U.S. Environmental Protection Agency, and California Dept. of Fish and Game) regarding the location north of Pleasant Grove Creek, substantial aquatic resources impacts, and reduced traffic benefits because of the northern location, fewer users, and problems with a potential Watt Ave. connection.

Foothill Alignment – 2S

Relative Benefits:

- Upland Wildlife Habitat
- Valley Elderberry Longhorn Beetle
- Farmlands of Statewide Importance
- Vernal Pool Critical Habitat**
- Connection to future Watt Ave. extension

Drawbacks:

- Vernal Pool Complexes**
- Waterfowl, Riparian Habitat
- Reduced Flexibility within Corridor Curve Radius

**Emphasis was placed on aquatic resources due to permitting concerns.

Ms. Heick indicated that these alignments could benefit a potential Watt Ave. connection. She said the vernal pool critical habitat designation in the area was removed by the U.S. Fish and Wildlife Service recently. However, the screening variable was retained for the Foothill alignment's screening to be consistent with the earlier screening process. She emphasized that there would be more vernal pool impacts for this alignment. Also, that there would be somewhat reduced flexibility with the reduced curve radius – but it would meet the 70 mph design speed.

Foothill Alignment – 2N

Relative Benefits:

- Upland Wildlife Habitat
- Valley Elderberry Longhorn Beetle
- Swainson's Hawk Nesting Habitat
- Farmlands of Statewide Importance
- Vernal Pool Critical Habitat**
- FEMA 500-year Floodplain
- Connection to future Watt Ave. extension
- Prime Farmland

Drawbacks:

- Vernal Pool Complexes**
- Waterfowl, Riparian Habitat
- Reduced Flexibility within Corridor Curve Radius

The benefits and drawbacks were similar to the ones listed for Foothill Alignment No. 2S.

Gina Garbolino from the City of Roseville inquired about the distance between the Sankey connection and the Riego Road interchange. Ms. Heck informed the PAC that the approximate distance between the two interchanges is 2 miles. Ms. McAdams informed the PAC that while the SAC voted to include Foothill Alignment Nos. 2N and 2S, there were 3 dissenting votes for eliminating both alternatives from the analysis and 2 votes to only include Foothill Alignment No. 2N in the analysis.

Bill Santucci from the Placer County Board of Supervisors inquired why some SAC members wanted to eliminate Foothill Alignment No. 2. Ms. Heck explained that the representative from the Agricultural Commission cited impacts on agricultural resources and the representative from the Sierra Club cited impacts to vernal pool complexes as the rationale for their decision.

Jody Jones from Caltrans District 4 pointed out that the data suggests that the alignment benefits farmlands. Ms. Heck clarified that while the data refers to farmland mapping information, the SAC member was referring to actual conditions on the ground.

Tom Cosgrove from the City of Lincoln inquired whether there was sufficient difference between Foothill Alignment No. 2 and the corridor alternative No. 4 (yellow) to justify studying both alignments. Ms. Heck stated that there was some difference between the two and that there was no fatal flaw in either alternative.

D. Public Comment

Ms. Koegel invited public comment before the PAC made a decision. In total, five members of the public provided oral comments at the PAC meeting.

Eric Hansen: Mr. Hansen informed the PAC that his family has owned an organic farm for 70 years that would be impacted by the alternatives near Pleasant Grove Rd. He said that while the State did not classify this land as good farmland, the alternative would destroy a productive operation.

Peter Hill from the City of Rocklin clarified to Mr. Hansen that the PAC is not making recommendations on alternative alignments at this meeting. It is only deciding which alignments to study further. Ms. Garbolino said that all public comments would become part of the official record.

Gaynell Gleason: Ms. Gleason informed the PAC that she owns a cattle ranch south of Sunset Boulevard West. She also indicated there are 200 homes in Amoruso Acres, to the north across Sunset Boulevard West. She pointed out that the Foothill Alignment No. 1 would impact all these properties. If the Parkway followed this alignment along Sunset Boulevard West, it would eliminate approximately 60% of these homes and farm operations. Ms. Gleason informed the PAC that she is against the alignment. She also pointed out that the analysis of these two additional alignments raised a conflict of interest since developers are funding the study. Ms. Gleason questioned why the alignment corridors are 1,000-foot wide. She also inquired why they could not be shifted to Phillips Road that did not have productive farmland around it. She said the right-of-way would be along the retention basin and would not have to take more land. Bill Santucci asked if the Yellow Alternative interfered with ranch operations. Ms. Gleason replied – no. Ms. Gleason agreed with TAC and SAC recommendations to eliminate Foothill Alignment Nos. 1N and 1S.

Deborah Waterbury: Ms. Waterbury informed that PAC that she owns a 400-acre organic farm, south of Sunset Boulevard West and east of Locust that would be bisected by the Foothill Alignment Nos. 1S and 1S. Ms. Waterbury agreed with Ms. Gleason about shifting the alignments to Phillips Road. Ms. Waterbury agreed with TAC and SAC recommendations to eliminate Foothill Alignment Nos. 1N and 1S.

Joel Neves: Mr. Neves agreed with TAC and SAC recommendations to eliminate the Foothill Alignment Nos. 1N and 1S. The alignment would impact his parcel in Amoroso Acres. Mr. Neves asked why the alignments could not be shifted to the south away from Amoroso Acres. Ms. Heck clarified that the alignments, as currently designed, minimize impacts on vernal pool complexes in the area.

George Carpenter: Mr. Carpenter introduced himself as the project manager for the proposed 7,500-acre South Sutter County Specific Plan. He pointed out that a recent study session, the Sutter County Board of Supervisors indicated their preference for a SR 70/99 connection at Sankey Road. This connection is assumed in the proposed specific plan. Mr. Carpenter asked the PAC to eliminate the north of Riego connection and not advance the southerly alignments for further analysis.

Mr. Tidman clarified that PCTPA is in communication with Sutter County staff for Parkway and specific plan coordination. He mentioned a November 2004 study session with the Board that outlined the two potential SR 70/99 connections (north of Riego and at Sankey). At that meeting, the Board indicated its preference for the Sankey Rd. connection and recognized the need to study more than one SR 70/99 connection.

Dennis Nelson, Sutter County Board of Supervisors, referred to the County's study session the previous night. He re-iterated that the Sutter County Board preferred the Sankey Road connection and would like to see both Foothill Alternative Nos. 1S and 2S eliminated. He said the plan for the proposed specific plan showed development over the area adjacent to the north of Riego connection. Ms. Heck said no decision had been made on the specific plan – it is still in process. She clarified that, at this point, elimination of alternatives can only happen through the screening process. Joanne Koegel asked Mr. Nelson if he had an objection. He said that he had no concern with the process – he could not stop it. He said he was opposed to all of the connections to the south.

Tom Cosgrove from the City of Lincoln said he appreciated Sutter County's position. He cited the Lincoln By-pass (SR 65) example. This environmental work was studied for 10 years. Because of this time, he said some of the options for various alignments were precluded by new development. The federal resource agencies did not agree that those alignments were precluded. They do not consider impacts on newly developed land. At one point, the alternative through the developed parts of the City was determined to be the least environmentally damaging practicable alternative (LEDPA) even though it was already built up.

E. PAC Recommendations

Joanne Koegel then asked for PAC comments and recommendations. She asked the PAC to start with Foothill Alignment Nos. 1N and 1S. Dennis Nelson indicated he only favored the alignment with the Sankey Rd. connection. There was general discussion. The PAC recommended taking out Foothill Alignment #1N and 1S, with Dennis Nelson indicating he did not want 1N eliminated.

A member of the public inquired whether there was a possibility of the Foothill Alignment Nos. 1N and 1S coming back into the environmental analysis later. Ms. McAdam clarified that after the SPRTA Board agrees to eliminate the alternative, the likelihood of that alternative coming back into the analysis is low. However, she added that PCTPA had to work with the federal resource agencies on alternatives – so it would be hard to predict the outcome of that process.

The PAC then discussed Foothill Alignment Nos. 2N and 2S. There was agreement to recommend Foothill Alignment No. 2N (Sankey Rd. connection) as an alternative.

Foothill Alignment No. 2S involved more discussion. Mr. Hill pointed out that he understood the concerns of Sutter County. But, he preferred keeping No. 2S in the range of alternatives since it would make the environmental analysis more robust. It would not limit the parameters of the study. Ms. Garbolino agreed. She pointed out that a large part of alignment 2S is already being studied via alternatives with SR 70/99 connection north of Riego Rd. The PAC agreed to recommend to the SPRTA Board that Foothill Alignment #2S be eliminated based on a split vote. Mr. Hill summarized the PAC recommendation to the SPRTA Board. The range of alternatives would include the original (2004) four corridor alternatives, and Foothill Alignment No. 2N. Ms. Heick reminded the PAC that the final range of alternatives would also include the avoidance alternatives that are being developed in coordination with the USEPA. Ms. McAdams informed the PAC that a final map of the range of alternatives will be distributed for information after the SPRTA Board meeting on September 28, 2005.

3. Draft Revised Second Cumulative Development Scenario

John Long, DKS Associates (DKS), a revised second cumulative development scenario (CDS) is being developed for the study area to evaluate cumulative impacts of the proposed project in the environmental document. He said that staff and consultants are looking at two sources of information for the second CDS. The first source is the Sacramento Area Council of Government's (SACOG) Blueprint Project that has a planning horizon of 2050. In October 2004, the TAC agreed to use 80% of the 2000 to 2050 growth in the Blueprint as a way to arrive at 2040 growth projections outside of the immediate study area, plus residential buildout (and a corresponding amount of non-residential build-out) for the projects identified by the TAC in the more immediate study area. Since that time, Placer County, Lincoln, Roseville, and Rocklin and consultants have been separately working to define a cumulative development scenario for western Placer County. This scenario would be used to evaluate a number of specific plan EIRs and Lincoln's general plan update.

Mr. Long informed the SAC that a comparison of development levels under SACOG's 2050 Blueprint and second CDS suggests that there is little difference in aggregate numbers at the county level, but that there is a difference in how the development is distributed. The total development in the cities under the County's CDS is close to those in the 2050 Blueprint. Mr. Long concluded that the draft Placer County CDS numbers will not change much and seemed reasonable to use.

Mr. Long said the TAC and SAC recommendations were that the proposed CDS was reasonable. Mr. Cosgrove pointed out that build-out could happen sooner than 2040 and these trends should be tracked to make a stronger case for the Placer Parkway. Ms. Koegel asked for PAC direction. The PAC agreed with the TAC and SAC recommendation to use the revised CDS.

4. Federal Resource Agency Coordination

Mr. Tidman summarized the progress on the modified NEPA/404 process with the federal resource agencies. The objective of this work was to address as many aquatic resource issues as possible during the Tier 1 EIS/EIR rather than wait until the Tier 2 design and construction phase. He said agreement was reached on the Purpose and Need Statement and the Screening Criteria for the Range of Alternatives.

Work is underway to identify the range of reasonable alternatives. This work was focusing on 'avoidance' alternatives proposed by the U.S. Environmental Protection Agency (USEPA). Concepts being discussed are a Shorter Parkway & Transportation System Management (TSM) and an Expanded Corridor Buffer to protect vicinity resources. The group agreed that a USEPA idea to analyze more intensive land uses

along Baseline Rd. along with greater TSM would be discussed in the Tier 1 EIS/EIR – not as a separate alternative.

Mr. Tidman added that the resource agencies agreed that the four (2004) recommended corridor alignment alternatives were appropriate to include in the range of alternatives for Tier 1 EIS/EIR analysis.

Ms. Garbolino inquired whether the avoidance alternatives would be included in the analysis and what would happen if the USEPA/Corps of Engineers alternative was not chosen as the final alternative. Mr. Tidman confirmed that these ‘avoidance’ alternatives would be considered equal to all other alternatives in the environmental analysis. Ms. McAdam clarified that if the EPA does not consider the final alternative as the least environmentally damaging practicable alternative (LEDPA), they will deny permits. Therefore PCTPA needs to work with USEPA and the Corps closely on choosing the final alternative.

Ms. Heick clarified that while the avoidance alternatives will be studied in the Tier 1 EIS/EIR, they still need to meet the project’s Purpose and Need. Mr. Cosgrove cautioned the staff and consultants to make sure that the avoidance alternatives that get added to the range of alternatives are feasible alternatives. Mr. Cosgrove also raised the concern that federal resource agencies might consider an alternative that goes through urban areas as the LEDPA alternative. Jody Jones reinforced these comments. She said that each alternative carried forwarded into the EIS/EIR should be considered carefully because any one of them could result in the selected corridor. She urged the project team not to carry forward any alternatives that did not meet Purpose and Need.

Mr. Cosgrove asked the staff and consultants to resolve these issues early to avoid LEDPA related issues later in the process, like with the Lincoln Bypass project.

5. Next Steps

Mr. Tidman listed the following ‘next steps’ for the project: and closed the meeting:

- Request approval from the SPRTA Board on the alternatives to be studied in the Tier-1 EIS/EIR, at the September 28, 2005, board meeting.
- Continue to work with the resource agencies to refine avoidance alternative concepts.
- Re-initiate the technical studies.
- Schedule Project Development Team meetings to share information and updates.

Attachment A3
Project Development Team (PDT) Meeting Summaries

SUMMARY OF PROJECT DEVELOPMENT TEAM MEETINGS

PDT MEETING #1 – September 23, 2003

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, and DKS Associates. Agenda items included:

- Lead/Cooperating Agency Status
- Resource Agency Coordination
- Type of Environmental Impact Report
- Travel Demand Forecast Model
- Data Collection and Mapping
- FHWA/Caltrans Guidance
- Alternatives Screening
- Purpose and Need

Key decisions included:

- Confirmed FHWA as federal (NEPA) lead agency; Caltrans would not be a Co-Lead Agency or Responsible Agency.
- Caltrans memorandum of March 28, 2003 indicates simultaneous Caltrans HQ and legal review of the Draft EIS/EIR. Caltrans will be responsible for NEPA review for FHWA, endeavoring to process a clean document. It is then passed on to FHWA for review and approval of release.
- Sutter County expressed interest in being a CEQA Co-Lead Agency with SPRTA. A draft joint agreement between SPRTA and Sutter County was being reviewed.
- Positive feedback was provided regarding development of a modified NEPA/404 process with the U.S. Army Corps of Engineers (COE) and other federal agencies. The need for early consultation with federal and state resource agencies was stressed.
- The project team would coordinate with Lincoln and Rocklin TAC/SAC members, Pleasant Grove School principal, and others about any additional groups to include in the public outreach process.
- The EIR would be a “Program” EIR rather than a “Master” EIR.
- The project study area was expanded to include Baseline/Riego Roads.

PDT MEETING #2 – November 24, 2003

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Items from September 23, 2003 Meeting: Caltrans document review process and signatory input; Update on Sutter County CEQA co-lead agency status; Update on Resources Agency consultation; Status of Sunset Boulevard PSR re: Placer Parkway; Inclusion of other groups in Advisory Committee process; Additional input re: Master EIR, Tier 1 guidance, and scope of technical studies.

Purpose and Need

PSR Alternatives Screening: Transportation Model results; Environmental screening results; Schedule for draft report.

Key decisions included:

- Additional followup needed re: FEMA grant programs involving levee improvements, which could prohibit new floodplain impediments on fill; inquiries to date have not identified such a program.
- Decision to move ahead with a modified NEPA/404 process; determined that it would likely cause some delay in the overall project schedule but would be beneficial to the project in the long term.
- Caltrans and the consultant team will meet in early 2004 to obtain general agreement on the scope and content of technical work supporting the Tier 1 EIS/EIR.
- Caltrans to obtain internal feedback on future plans for widening SF 70/99

PDT MEETING #3 – January 30, 2004

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items from Previous PDT Meetings: Co-Lead Agency status; Consultation/coordination update; State highway system effects and direction; Port of Sacramento origin/destination data

Purpose and Need

TAC #5 Meeting Input re: Adjustments to PSR Alternatives; Goals and Policy Issues

Next Steps for Corridor Alternatives Identification

Key decisions included:

- Confirmed that Caltrans will not be a signatory to the Tier 1 EIS/EIR.
- No record of FEMA funding could be found for areas within the study area; this topic was retired with the caveat that the project team continues to be aware of the concern in later project phases.
- Include EPA in notices for PDT meeting agendas and meeting summaries.
- The traffic report will include some origin/destination information; the select link analysis should include “with” and “without” Watt Avenue scenarios.
- The Technical Memorandum would include more information on effects to SR 65 and SR 70/99
- S. Propst and D. Azevedo (Caltrans) would meet with Caltrans staff to identify/recommend SR 70/99 improvements for the next MTP update.

- Revised internal draft of Purpose and Need Statement approved for sending to EPA.
- Based on review of TAC comments on Technical Memorandum, there was no PDT action identified except:
 - Potential Modification #1 re: rerouting central and southern PSR alignments to the north to avoid vernal pools and proposed West Roseville Specific Plan Area - Placer Parkway/Fiddymont Boulevard interchange creates a conflict with local roads. Placer County has indicated that there were three choices to solve this problem: (1) relocate Fiddymont Road (not preferred by Placer County); (2) leave Fiddymont as is (preferred by Placer County, or (3) realign other local roads to reduce the roadway's geometric problem. Project team to meet with Placer County staff to discuss.
 - Project team to consider developing a process to identify mitigation land and an early acquisition process.
 - Project team to get more information on and address the Sutter County suggestion to consider a more northerly corridor alignment – north of Sunset Boulevard West/Howsley Road.
 - Project team to contact Caltrans project manager of I-5/Arena Boulevard interchange for background of that project.
- Confirmed that TAC's no-development buffer would be flexible, especially for areas where potential urban development is being considered.

PDT MEETING #4 – March 11, 2004

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeny & Associates. Agenda items included:

Carry-Over Items from Previous PDT Meetings: Co-lead agency status; Consultation/coordination update; Port of Sacramento origin/destination study; Redrafted Purpose and Need Statement

Changes to Corridor Alignment Alternatives: Review status of alignments; Parkway/Fiddymont/Sunset alignment; Parkway/Whitney/SR 65 Interchange; SR 70/99 Interchange; Process to identify mitigation land and an early acquisition process; Sutter County issues regarding relieving traffic from Marysville/Plumas Lakes area; Growth inducement issues

Goals/Policy Issues and Input: "No Access"; "No-Development Buffer"; Watt Avenue connection

Right of Entry Letters.

Key decisions included:

- Confirmed SPRTA would be sole CEQA lead agency; Sutter County would be responsible agency.
- S. Propst (Caltrans) met with Sutter County staff, and reported that a more northerly Parkway alignment would not meet the project's Purpose and Need.

- Agreed to study the geometrics and environmental impacts of shifting the Parkway farther onto the proposed Placer Ranch Specific Plan area.
- Placer Parkway project should show ultimate right-of-way required at Parkway/Whitney Boulevard interchange, and coordinate with Rocklin and the County.
- Plan for the largest interchanges with SR 70/99 and through local roads.
- Continue efforts to move forward with early mitigation acquisition strategy.
- Include information regarding new growth areas in the Marysville/Plumas Lakes areas in the traffic report.
- S. Propst reported that wherever the Parkway connects to SR 70/99, six traffic lanes would most likely be needed from that point south to I-5.
- Include definition of growth inducement in Technical Memorandum.
- The right-of-entry letter task was deleted from the work program as not required.

PDT MEETING #5 – April 27, 2004

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items from Previous PDT Meetings: Consultation/coordination update; Port of Sacramento origin/destination data; Regional aboveground water storage facility; Identification of mitigation land and an early acquisition process; Traffic information re: SR 70/99 needed by Caltrans; Plumas Lakes EIR traffic information; Definition of growth inducement; Analysis of water-ski park

U.S. Army COE/EPA Modified NEPA/404 Process

Interchange Geometrics

Transportation Systems Management (TSM) Alternative

Corridor Alignment Alternatives

Key decisions included:

- Agreed to definition of growth inducement prepared by M. Feeney (Mara Feeney & Associates), to be added to the Technical Memorandum
- Agreed to accept the Modified NEPA/404 proposal as drafted by EPA, and that the discussion at the NEPA/404 meeting on April 12, 2004 clarifying the proposal would be recorded as a mutually agreed meeting summary, which would be part of the implementing guidance.
- Based on Caltrans HQ geometricians, preliminary concept drawings of the Parkway interchanges with the state routes were prepared. The interchange with SR 70/99 must be a high-speed connection. To accomplish this and provide a more direct route in Sutter

County, a new location for an interchange with SR 70/99 was identified; there would be no direct connection from Riego Road to Placer Parkway

- Sutter County indicated that they wanted two interchanges in Sutter County in addition to the Placer Parkway/SR 70/99 interchange.
- A new concept was identified for the Placer Parkway/SR 65 interchange. This would be a combined freeway-to-freeway connection for the southbound connections to SR 65, and a local interchange connection for the northbound connections to SR 65. It includes braided ramps to avoid conflicts with SR 65. It was agreed that this concept needed more discussion with Caltrans HQ before taking a final concept to Placer County and the City of Rocklin for discussion.
- J. Long (DKS) to develop traditional TSM alternative and additional alternative scenario based on improving existing roadways, and adding other components such as transit, for review.

PDT MEETING #6 – June 7, 2004

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items from Previous PDT Meetings: Consultation and coordination update; Interchange geometrics; Port of Sacramento origin/destination study

U.S. Army COE/EPA – Modified NEPA/404 Process

TAC/SAC Feedback on Corridor Alternatives

Land Use Assumptions for Future Analysis

TSM Alternative

Key decisions included:

- In response to SAC input, the project team agreed to prepare potential interchange options for SR 70/99 at/near Riego Road prior to August 2004 public meetings.
- The project team will meet with Placer County and SACOG to ensure the project's goals are clear and that economic growth assumptions are consistent between the Parkway and the Blueprint process.
- The project team will meet with Placer County staff regarding alternatives crossing the proposed Regional University and Community Plan and agricultural impacts associated with corridor alignment alternatives.
- There was general discussion regarding the need to update the land use forecasts used in the traffic study, but no conclusions.
- Draft TSM Alternative information was provided to the group, who suggested various additional improvements, including six lanes on SR 65. The numbers were to be rerun. It was noted that future land use in the region remains a major issue; it will be important to sort out what are reasonable assumptions for the travel demand modeling based on the

RTP, the MTP, and Department of Finance assumptions and numbers. Coordination with SACOG was suggested.

PDT MEETING #7 – July 6, 2004

Meeting participants included representatives from Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items from Previous PDT Meetings: Consultation and coordination
Report on U.S. Army COE/EPA – Modified NEPA/404 Meeting
Status of South Sutter County Specific Plan
Status of State Route Interchanges with Placer Parkway
Public Meetings

Key decisions included:

- All Parkway traffic modeling needs to be based on SACOG’s MTP. Cumulative traffic modeling will be based on 2040 projections; Placer County has engaged a consultant to develop its own projections.

PDT MEETING #8 – September 21, 2004

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items from Previous PDT Meetings: Consultation/Coordination update; South Sutter Plans and Ballot Initiative; State route interchanges with Placer Parkway; Watt Avenue interchange locations for Tier 1 EIS/EIR analysis

Update on U.S. Army COE/EPA – Modified NEPA/404 Meeting

Report on Policy Advisory Committee Meeting – September 14, 2004

Moving Forward to Tier 1 EIS/EIR: Cost and schedule risk; Items needing input from TAC/SAC; Project description, Coordination with Caltrans and FHWA

Report on Public Meetings 2004

Key decisions included:

- The project team provided comments on a revised Purpose and Need statement, with direction to forward to EPA.
- In response to concerns that the “diagonal” alignment alternative would impact the proposed Regional University Specific Plan, FHWA advised that if it were viable, it should be left in the analysis.
- Input from the TAC and the SAC is required regarding the interchange concepts, the recommended Watt Avenue interchanges to be studied in the Tier 1 EIS/EIR, and the expanded TSM scenario, a revised transportation scenario, and generic roadway cross sections prepared for environmental analysis.

PDT MEETING #9 – November 17, 2004

Meeting participants included representatives from FHWA, Caltrans, Sutter County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items: Consultation/Coordination update; South Sutter County Plans/Initiative; Caltrans/URS team meeting re: technical reports; TAC Meeting #7

Update on U.S. Army COE/EPA – Modified NEPA/404 Process

Mitigation Strategy Planning

Projections for Travel Forecast Modeling

Project Description Items: Country Acres residential impacts; Interchange concepts; Typical roadway cross sections; Visual aspects; Operations and maintenance; SPRTA Board meeting December 1, 2004

Key decisions included:

- Detailed maps should not be produced during the Tier 1 process as it makes it appear that the Parkway alignments are already determined.
- If MEPLAN is used to assess future development and mitigation lands, EPA approval of this methodology should be obtained.
- The project description should generally identify in a conceptual way what is expected regarding buffer zones and median – landscaping, planting, etc.
- The potential corridor alignment alternatives will be taken to the next SPRTA Board meeting, while noting that they could be altered by the Modified NEPA/404 process.

PDT MEETING #10 – November 14, 2005

Meeting participants included representatives from FHWA, Caltrans, Sutter County, Placer County, the City of Roseville, PCTPA, URS Corporation, and DKS Associates. Agenda items included:

Project Update and Schedule: Addition of a fifth build alternative; Update on U.S. Army COE/EPA – Modified NEPA/404 process; Initiation of technical studies; Travel forecast model

Project Description Items: Interchange concepts; Sankey Road relocation; Sunset Boulevard West relocation; Typical roadway cross sections; Fire/emergency access; Visual aspects; Operations and maintenance

Other Items: Coordination with New Development Projects; Toll Road Study; Mitigation Strategy; Standard Day/Time for Future Meetings

Key decisions included:

- The project team would find out more about MEPLAN and its potential use to measure growth inducement concerns and report back at the next meeting.
- P. McAchren (Caltrans) will check with Caltrans HQ regarding toxic air contaminants guidance.

- Because PM_{2.5} guidance was expected from EPA in April 2006, this would need to be evaluated in the Parkway's environmental document.
- John Long (DKS) to attend meeting with local jurisdictions regarding cumulative scenarios, and then develop a draft cumulative roadway network for Placer County review.
- Placer County representative T. Brinkman indicated concurrence with the relocation of Sunset Boulevard West to allow access to Fiddymont Road once the Parkway/Fiddymont interchange was constructed.
- Advised Placer County to address the inconsistency between the Parkway corridor width in the vicinity of the Placer Ranch Specific Plan and the Placer Ranch applicant's proposal for an approximately 200-foot right-of-way.
- Work with Caltrans landscape architects to develop a landscaping plan that would not create prime habitat, and would allow for good aesthetics, drainage, safety, and ease of maintenance.
- Disclose information regarding the Toll Road Feasibility Study in the Tier 1 EIS/EIR.

PDT MEETING #11 – January 19, 2006

Meeting participants included representatives from FHWA, Caltrans, Placer County, the City of Roseville, City of Lincoln, PCTPA, SACOG (by phone for MEPLAN item), URS Corporation, and DKS Associates (by phone for MEPLAN item). Agenda items included:

Use of MEPLAN for Growth Inducement Analysis

Carry-Over Items: Travel forecast model – roadway assumptions; Sankey Road realignment – Sutter County input; Landscaping concepts for project description; Placer Ranch Specific Plan roadway; Air toxics

SPRTA PCCP Participation

Logical Termini

Key decisions included:

- MEPLAN was approved for use in developing the growth inducement analysis, if the project team can use the version of the model used by the Blueprint project, and customize it as necessary for the project's purposes. The process would be initiated, and FHWA will contact our NEPA/404 partners to present this approach and receive their feedback.
- The revised 2040 traffic forecast model will use the revised scenario being used for Placer Vineyard, with minor tweaks as suggested by Placer County.
- A. Sawyer (Sutter County) confirmed (by e-mail) that Sutter County is agreeable to the five corridor alignment alternatives, including the realignment of Sankey Road that extends over SR 70/99.

- G. Horton (URS) to check on whether auxiliary lanes would be required from the Placer Parkway/SR 65 interchange at Whitney Boulevard to the SR 65/Twelve Bridges interchange.
- Draft landscaping concepts presented to the PDT were approved.
- Placer County is asking that the proposed Placer Ranch project construct a four-lane roadway to serve their project, from SR 65 to Fiddymont Boulevard, and to reserve right-of-way for a Placer Parkway as indicated on the Parkway's alternatives map. They will evaluate an interchange at SR 65 at a project level based on the existing PSR for the eastern portion of that interchange, and evaluate the western part (including ramps and needed auxiliary lanes) at a program level based on the Placer Parkway alternatives map. The areas of impact are to be identified by G. Horton. Placer Ranch has been asked to do their best to ensure that the lanes are not "throw-away" lanes. In the event Placer Parkway is approved and constructed, Placer County would like to have done their best effort that the road would likely be within a future Parkway LEDPA alignment. It was emphasized that the Placer Ranch roadway is needed for their project, and it has independent utility without a Parkway, but that Placer County was taking account of the current Parkway planning process and wanted to be as efficient as possible.
- Include a qualitative discussion of potential toxic impacts by examining distances between the alignments and the closest sensitive receptors. Those distances will be compared with the buffers recommended in California Air Resources Board's "Air Quality and Land Use Handbook: A Community Health Perspective" dated April 2005.
- Include PM_{2.5} in the scope of the Air Quality Technical Report.
- Reaffirmed that the logical termini are at the interchanges of the Parkway with the state routes, including needed ramps and auxiliary lanes.

PDT MEETING #12 – February 16, 2006

Meeting participants included representatives from FHWA, Caltrans, Sutter County, Placer County, the Cities of Roseville and Rocklin, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items: Auxiliary lane north on SR 65, Air quality memo approval; South Sutter County local roadway assumptions

MEPLAN Meeting with SACOG – February 15, 2006

Modified NEPA/404 Process

Potential for Use of Context Sensitive Solutions (CSS)

Status of Technical Studies

Funding Deadline

Key decisions included:

- G. Horton (URS) reported that auxiliary lanes would be required between the Placer Parkway/SR 65 interchange at Whitney Boulevard and the SR 65/Twelve Bridges

interchange. The improvements were likely to be a part of the SR 65/Twelve Bridges project. S. Propst (Caltrans) agreed unless SR 65 traffic generated by the Parkway greatly increased.

- In response to questions from the City of Rocklin, and several developers who have asked for information regarding the right-of-way requirements at SR/65 and Whitney Boulevard, G. Horton will provide an updated interchange concept drawing with a tentative “exclusion zone” (for parking areas and building setbacks) to be used for planning purposes. This drawing will be forwarded to L. Wing (City of Rocklin).
- It was reported that J. Gil (Caltrans) approved the scope of work for the Air Quality Technical Report, as amended by URS to include the approach to air toxic contaminants.
- Due to the lack of information regarding projected local roadway connections in Sutter County, J. Long (DKS) will develop reasonable assumptions, and proceed to use them in analyses with appropriate qualifications.
- After a report on the MEPLAN meeting with SACOG on February 15, 2006, the PDT directed that:
 - A “purpose/need” statement will be prepared to outline why MEPLAN is being used. It will include background that growth inducement is a very controversial environmental issue, and that there is no standard way to measure it. Because growth inducement discussions are typically qualitative, they are considered subjective. The use of MEPLAN would add a quantitative layer, which has been vetted by SACOG and local interests and is widely accepted as reasonable. In addition, EPA seems to be comfortable with its use. The use of MEPLAN will strengthen the Tier 1 growth inducement discussion via model output.
 - It is likely that the traffic model in MEPLAN would not produce results identical to the Transportation/Traffic Study that is being undertaken by J. Long for this project, as his model is more detailed and includes updated assumptions. MEPLAN’s traffic model assumptions will be evaluated to be sure there are no significant differences on a regional level. This will be explained in the write-up of the process. The MEPLAN modeling exercise will focus on growth inducement, not traffic. Traffic will be addressed comprehensively in a separate technical report.
 - The work will be presented in a “stand-alone” technical report or in an appendix to the growth inducement discussion.
 - Initially, only the land use differences between the northern (#5) and southern (#1) corridor alternatives will be analyzed. This assumes that any growth inducement differences would be bracketed. However, if significant changes result between the two alternative corridors, then the middle ones would be analyzed.
- Direction was provided to include “Eco-Logical” concepts.
- Several steps were agreed upon regarding incorporating Context Sensitive Solutions: including a description in the Tier 1 EIS/EIR’s project description, prepare a SPRTA Board memo describing this concept in the context of Placer Parkway, S. Propst will circulate information on a U.C. Berkeley-sponsored Caltrans workshop on CSS in March.

- S. Propst will check on funding deadline and use of any remaining funds.

PDT MEETING #13 – March 16, 2006

Meeting participants included representatives from Caltrans, Placer County, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates. Agenda items included:

Carry-Over Items from Previous PDT Meetings: MEPLAN Coordination with SACOG; Context Sensitive Solutions; Funding extension for Parkway Tier 1 EIS/EIR

Modified NEPA/404 Process

Technical Studies – Cultural Resources Update

Analysis Scenarios

Key decisions included:

- Confirmed that funding for this phase of the Tier 1 EIS/EIR could not be extended beyond February 2007.
- Direction was received from Caltrans to identify historic architectural direct impacts only under Criterion C, and to proceed with cultural resources investigations without SHPO concurrence on approach and methodology. SHPO will not be the approving agency during Tier 1.
- It was agreed that opening day conditions will be analyzed for 2020 for traffic, air, and noise, consistent with the memorandum of March 13, 2006 from J. Long, and that 2040 will be the future analysis year for cumulative impacts (all studies). The EIS/EIR will acknowledge that 2025 has been used as a future cumulative impact analysis year by other jurisdictions/projects in the six-county area. Its use is not appropriate for Placer Parkway due to (1) the atypical timeframe during which actual construction will begin, relative to those other projects; and (2) number of developments in that scenario that have not been approved. The Placer Parkway strategy is to bracket the range of conditions analyzed by including a scenario with only planned development in 2020 on the one hand, and the broader proposed development scenario for 2040. The 2020 land use scenario will only include approved projects. Placer Vineyards will be included for the first phase of 7,200 units. The 2040 scenario will include all proposed projects. This reflects the unpredictability of potential future development over a 35-year time frame and the Tier 1 analysis level.
- The Tier 1 EIS/EIR will analyze one additional year, 2027, for air quality only; this reflects the Air Quality Conformity analysis year.
- For the potential future Watt Avenue connection (not a part of the Placer Parkway project), this connection would not be included in the “No-Build” scenario. There was not agreement as to whether or not the analysis should include the presence of a Watt Avenue extension and Watt Avenue interchanges. This issue will be referred to the project’s legal team. The 2040 analysis will analyze conditions both with and without the Watt Avenue connection.
- Reaffirmed the conceptual locations for interchanges along the Parkway in Sutter County.

PDT MEETING #14 – April 26, 2006

Meeting participants included representatives from Caltrans, Sutter County, Placer County, the Cities of Roseville and Rocklin, PCTPA, URS Corporation, and DKS Associates. Agenda items included:

Carry-Over Items: MEPLAN update; Context Sensitive Solutions; Watt Avenue connection/
Extension analysis; Mitigation strategy; Placer Ranch Specific Plan alignment
U.S. Fish & Wildlife Service Consultation
Traffic Analysis and Impacts
1st Administrative Draft Tier 1 EIS/EIR

Key decisions include:

- Based on input from the project’s legal team, the Watt Avenue interchange and extension option would be included in the 2040 cumulative scenario as well as in the 2020 scenario, including the No Build Alternative.
- Endorsed the idea of continuing to explore feasible early mitigation options.
- Placer County staff will follow up with Placer Ranch Specific Plan representatives regarding their moving a portion of their roadway to SR 65 outside of the corridor alignment identified for Placer Parkway, as well as their proposed 50-foot medium and maximum 250-foot right-of way, all in conflict with proposed Parkway features.
- Meeting attendees to provide comment on the draft significance criteria for transportation, given that each jurisdiction evaluates traffic impacts by differing criteria. Also the draft traffic impacts and mitigation strategies.
- J. Long (DKS) to rerun traffic for Alternatives 1 and 5 with HOV lanes on SR 70/99, to bracket differences between the southernmost and northernmost alternatives.

PDT MEETING #15 – May 9, 2006

Meeting participants included representatives from FHWA, Caltrans, the City of Roseville, PCTPA, URS Corporation, and DKS Associates. Agenda items included:

Context Sensitive Solutions
Transportation/Traffic
Other Items: Secondary and Indirect Impacts; Schedule

Key decisions include:

- Caltrans and FHWA to work together to document Context Sensitive Solutions applications for Placer Parkway. C. Perez (FHWA) to ask for FHWA funding.
- Three potential mitigation strategies for SR 70/99 were identified: (1) adding two additional HOV lanes (eight lanes total); (2) adding parallel north-south facilities to serve shorter trips between Sacramento County’s “northwest territories” and Sutter County’s Measure M area. It was recognized that the proposed ‘buffer’ area between Sacramento and Sutter counties might complicate this potential mitigation strategy; and (3) transit. Transit would only work in addition to one or another of the potential strategies identified above.

- Caltrans requires that secondary and indirect impacts be treated in each technical report, not deferred to Tier 1 EIS/EIR.

PDT MEETING #16 – September 16, 2006

Meeting participants included representatives from FHWA, Caltrans, Sutter County, Placer County, the Cities of Roseville and Rocklin, PCTPA, URS Corporation, and DKS Associates. Agenda items included:

Carry-Over Items: Funding Deadline; Mitigation Strategy; Placer County Coordination

Schedule

Technical Report Status: Status of submittals/review comments; Transportation Technical Report comments and responses; MEPLAN update; Federal partner review

Key decisions included:

- Ways to extend the funding allocation have been exhausted. The project team will look at ways to implement appropriate early-action items.
- Local jurisdictions will perform a broad level review of technical studies, concurrent with Caltrans/PCTPA's more detailed review.
- Placer County asked if the Tier 1 EIS/EIR could provide information regarding the Placer Ranch Specific Plan (PRSP) roadway alignment lying outside the Placer Parkway corridor alignment in the eastern segment. Placer County would cooperate to identify the LEDPA location for their roadway and that Placer County staff would not support any alignment that was preferable with respect to right-of-way but which would not qualify as the LEDPA. The PDT agreed that it was possible that the PSRP's proposed roadway could become a component of the future Placer Parkway, if approved and permitted. The PDT provided direction to evaluate the proposed PSRP alignment as a separate discussion in the Tier 1 EIS/EIR, similar to the Watt Avenue interchange discussion, since it is not proposed by Placer Parkway. This will require work in all the technical reports and cause a project delay and increase in costs. The PDT also directed that the resources agencies be apprised of this situation in a timely manner.
- Placer County reported that Placer Ranch would be responsible for constructing a partial interchange at SR 65 in the same location as the conceptual Parkway interchange. At this time it is not planned to be built initially as a full freeway-to-freeway interchange. It would be built based on Caltrans traffic requirements and funding availability. At Foothills Boulevard and at Fiddymont Road, the Placer Ranch road would include temporary signalized intersections.
- The PDT supported the Placer County requirement that the PRSP develop an alternative land plan showing the Placer Parkway corridor alignment alternative including the required 500-foot and 1,000-foot corridor width requirements; the support was tempered by a concern to ensure the alternative would not be loaded with "fatal flaws" so that it could be easily dismissed. FHWA cautioned that reducing the corridor width would be a big issue with the resource agencies.
- The project team will offer the resources agencies the opportunity to review the technical studies prior to completion of the Tier 1 EIS/EIR.

Attachment A4
Summary of Modified NEPA/404 Consultation for Placer Parkway Corridor
Preservation Tier 1 EIS/Program EIR through Concurrence Point #3

**ATTACHMENT A4
MODIFIED NEPA/404 PROCESS FOR PLACER PARKWAY**

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- Attachment 1 Modified NEPA/404 Process Memorandum of Understanding
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MODIFIED NEPA/404 PROCESS FOR PLACER PARKWAY

1.0 INTRODUCTION

As part of the planning process for the Placer Parkway Corridor Preservation Tier 1 EIS/EIR, the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Placer County Transportation Planning Agency (PCTPA) acting on behalf of the South Placer Regional Transportation Authority (SPRTA) have agreed to participate with the U.S. Army Corps of Engineers (U.S. Army COE) and the U.S. Environmental Protection Agency (EPA) in a *modified* National Environmental Policy Act/Clean Water Act Section 404 Integration Process (modified NEPA/404) process.² A formal process is usually initiated by the submittal of an application for a Section 404 permit under the Clean Water Act to the U.S. Army COE. It focuses on identification of a Least Environmentally Damaging Practicable Alternative (LEDPA). This process ensures federal agency agreement that the preferred alternative is the LEDPA necessary to obtain permits prior to project construction.

The Tier 1 EIS/EIR process for the Placer Parkway Corridor Preservation project does not require a Section 404 permit or any permits from any federal agency. Therefore, a LEDPA determination is not necessary in the current process, although the associated Tier 2 project will require a Section 404 Permit. To provide early direction to FHWA and PCTPA so that Tier 1 decisions reflect careful consideration of the Section 404(b)(1) Guidelines, and to accommodate future regulatory requirements, the usual NEPA/404 process has been modified for the Tier 1 EIS/EIR phase of the Placer Parkway project, the purpose of which is to identify and preserve a corridor for a future Placer Parkway. The modified process reflects the broad nature of Tier 1 environmental review while also anticipating the permit application requirements of Tier 2. The modified process is intended to ensure the following:

- Tier 1 decisions closely reflect 404 Guidelines;
- There is ongoing agency concurrence with Tier 1 decisions throughout the environmental review process;
- Decision making provides sufficient certainty that alternatives eliminated in Tier 1 are unlikely to need revisiting in Tier 2, although it is recognized among all parties that additional assessment of alternatives evaluated in Tier 1 may be necessary in Tier 2, depending on the outcome of the environmental review process;
- The corridor alignment identified as the preferred alternative in the Final EIS/EIR will most likely contain the LEDPA. This will help to address significant LEDPA issues during the Tier 2 process, and should result in an ultimate project that will receive a Section 404 permit; and
- The initial additional time required for agency review under this modified NEPA/404 process will ultimately result in a more streamlined environmental review process for the project overall, and one which is appropriate to a Tier 1 process.

This process has been memorialized in a Memorandum of Understanding (MOU) for the Placer Parkway Corridor Preservation Project (Attachment 1). The modified NEPA/404 MOU integrates requirements of the Clean Water Act into the NEPA environmental review, and facilitates the preparation of the Section 404 Permit at the end of the NEPA process (Tier 2).

² National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding” signed by Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Transportation, Arizona Department of Transportation, and Nevada Department of Transportation, 1993.

The modified NEPA/404 Process MOU for Placer Parkway Corridor Preservation Project identifies five sequential Concurrence Points at which formal agency approval (U.S. Army COE and EPA) would be sought and obtained before the environmental review process proceeds to the next step. USFWS would not provide formal approval but would track this process.

The five Concurrence Points are:

1. Purpose and Need
2. Criteria for Selecting the Range of Alternatives
3. Range of Alternatives
4. Alternative(s) most likely to contain the LEDPA
5. Mitigation Framework

Concurrence Points 1 to 3 occur prior to completion of the Tier 1 Draft EIS. Concurrence Points 4 and 5 occur prior to completion of the Tier 1 Final EIS.

This report presents a summary to date of consultation under the modified NEPA/404 process. Meeting minutes are on file at PCTPA's offices in Auburn, California.

2.0 SUMMARY OF THE CONSULTATION PROCESS

On August 21, 2003, the Placer Parkway team participated in a meeting with the following agencies:

- U.S. Environmental Protection Agency (EPA)
- US. Army Corps of Engineers (U.S. Army COE)
- Central Valley Water Resources Control Board (CVWRCB)
- Federal Highway Administration (FHWA)
- California Department of Transportation (Caltrans)
- Placer County Transportation Planning Agency (PCTPA)

This meeting was intended as an introduction to the Placer Parkway Tier 1 EIS/EIR project, as early consultation. Since the Tier 1 process and subsequent land acquisition would not require a Section 404 permit, the team did not initially envision a formal NEPA/404 consultation process. Agencies, however, in particular U.S. Army COE and EPA, encouraged development of a modified NEPA/404 process, notwithstanding the lack of a permit application at Tier 1. General discussion among agencies at this and a subsequent meeting in October led to the development and circulation by EPA of a proposed modified NEPA/404 process in April 2004. A final modified NEPA/404 Process MOU was accepted at a meeting on April 12, 2004, the meeting notes for which elaborate on the process for NEPA/404 integration (see Attachment 1).

As of the date of this summary, agency concurrence has been obtained on Concurrence Points 1, 2, and 3 (see Attachment 2). The consultation process currently reflects the phase of the process between Concurrence Points 3 and 4; during which time the Draft Tier 1 EIS/Draft Program EIR is under preparation. As agreed, USFWS has not provided formal approval but has not voiced objections to the Concurrence decisions.

3.0 MEETING OBJECTIVES AND SUMMARIES

A series of subsequent meetings were held as part of the modified NEPA/404 process for the project. A summary of these meetings and major items discussed are presented below.

COORDINATION MEETING #1 – August 21, 2003

Meeting participants included representatives from Central Valley Water Resources Control Board, U.S. Army COE, California Department of Fish and Game, EPA, FHWA, Caltrans, PCTPA, and URS Corporation.

The meeting objective was to generally introduce the Placer Parkway Tier 1 EIS/EIR project to federal and state agencies, and receive information, input, and guidance. Agenda items included:

- Introduction and Project Background
- Study Goals
- Tier 1 Process
- Work Plan Approach
- Review of GIS-Level Mapping
- Questions and Comments

This initial meeting was convened to give an overview of and introduction to the project. The Tier 1 concept was presented. Federal resource agencies, in particular the U.S. Army COE and the EPA, encouraged PCTPA to consider how a modified NEPA/404 process could be implemented in the absence of any permit application.

General information regarding the *Conceptual Plan* (DKS, 2000) and *Project Study Report* (DKS, 2001) were provided. These documents are available on the PCTPA website. Information about the three project advisory committees (Technical Advisory Committee, Study Advisory Committee, and Policy Advisory Committee) was provided. Information was provided to the group regarding study goals, baseline information collected (maps), the project's work program and schedule. A conceptual alignment map from the *Project Study Report* and a project fact sheet were provided to attendees.

Key issues raised by participants included:

- The purpose and need of the project
- Multi modal transit options
- Project design, including options for access limitation
- Potential impacts on natural/biological resources
- Cumulative and indirect impacts are key components
- Need to factor into ROW acquisition high value resources such as vernal pools, as avoidance or mitigation
- EPA's expectation of a "Placer Legacy vision" to protect west Placer riparian corridors and to make this project a lever for conservation
- Implementation of a parallel "404-like" process

It was agreed that Erin Foresman (EPA) and Mike Jewell (U.S. Army COE) would coordinate with PCTPA to set up a meeting regarding LEDPA and the NEPA/404 process.

COORDINATION MEETING #2 – OCTOBER 23, 2003

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates.

The meeting objective was to identify a clear process to apply the NEPA/404 integration to the Placer Parkway Corridor Preservation Tier 1 EIS/EIR, and to provide more information regarding the purpose and need for the project and planned and projected growth in the project study area. Agenda items included:

Introductions

Process for NEPA/404 Integration

Purpose and Need

Planned and Projected Growth

Data Availability Needs: types of information available; level of information required

Conclusions and Next Steps

This meeting was convened with the intention of identifying the details of the proposed process for NEPA/404 Integration within the Tier 1 EIS/EIR (with the objectives of ensuring that the ultimate corridor alignment includes the LEDPA, obtaining ongoing agency concurrence with environmental decision-making, and ensuring the likely success of the Tier 2 404 permit application). Additional information was also provided regarding the purpose and need for the project and planned and projected growth in the project study area. Environmental resource maps detailing the location of the conceptual alternative corridors from the *Project Study Report* (DKS, 2001) in relation to wetlands, vernal pool complexes, riparian and upland habitat, flood zones, and residential and commercial buildings were distributed. An October 23, 2003 Placer County Board of Supervisors' action was also reported. The Board directed the County staff to proceed with concurrent processing of two "university" proposals (Placer Ranch/California State University – Sacramento branch campus and the De La Salle University and Community) as well as the proposed Placer County HCP/HCCP in coordination with the proposed Placer Parkway.

The meeting participants agreed to the following:

- A modified NEPA/404 Integration Process MOU prepared by EPA/U.S. Army COE would be used for the Tier 1 evaluation of the project, subject to meeting participant comments and subsequent revision.
- Resource agencies will describe expectations for development of project purpose and need, alternatives selection criteria, and range of alternatives, and the level of information required to make a formal preliminary LEDPA determination.

COORDINATION MEETING #3 – APRIL 12, 2004

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates.

The meeting objective was to review and finalize the process and timeline for a modified NEPA/404 process prepared by U.S. Army COE and EPA, including clearly identifying steps, data requirements, and schedule. Agenda items included:

Introductions

Brief Overview of Project Status

Review Draft Modified NEPA/404 Process

Identify Schedule and Data Needed for Each Step

Other Items: draft Purpose and Need Statement, EPA Notice of Intent (NOI) comment letter, PSR northern corridor alignment alternative (proposed to be dropped), workshop to provide and review environmental data

Conclusions and Next Steps

A draft process proposal for a modified NEPA/404 process (prepared by U.S. Army COE and EPA) was the primary focus of this meeting. The meeting reviewed and finalized the Memorandum of Understanding regarding the modified NEPA/404 process. The timeline was not finalized, pending further discussion.

The project team gave a brief project status update. A Draft Purpose and Need statement was distributed to the meeting for review and comment and preliminary questions regarding purpose and need were discussed.

Key issues raised by participants included:

- Identifying that Placer County is considering a new community plan area – south of Pleasant Grove Creek to the Placer/Sutter County line
- Clarifying the definition of “free-flowing” traffic
- Determining how a Watt Avenue interchange would be studied and what other access points would be considered in the 7-mile central segment
- Determining how much information is needed for a Tier 1 determination

COORDINATION MEETING #4 – MAY 3, 2004

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates.

The meeting objective was to progress towards obtaining concurrence regarding the project’s Purpose and Need. Agenda items included:

- Information Related to the Draft Purpose and Need Statement: project development background, traffic forecast data
- Response to Questions and Comments from U.S. Army COE and EPA
- Provide Clarification as Needed to U.S. Army COE and EPA
- Develop an Understanding of What Additional Information is Needed to Reach Concurrent on Purpose and Need

Steve Propst (Caltrans) provided a summary of the project history. John Long (DKS) provided additional traffic and Level of Service (LOS) information to support the project Purpose and Need. Tom Cavanaugh (U.S. Army COE) stated that the U.S. Army COE guidance under Section 404 is to presume there is a need, and defers to project’s need, focusing more on the project purpose.

The meeting participants also discussed future development forecasts for the six-county SACOG region. Current development proposals, if approved, would have substantially more development in the study area than that included in SACOG’s 2025 Metropolitan Transportation Plan (MTP). DKS provided four large-scale maps which graphically illustrated the projected Level of Service under a range of future Development Scenarios: (1) No Project – using SACOG’s 2025 MTP forecasts based on development forecasts for the six-County SAOG region as of 2001; (2) Two Expanded Development Scenarios with additional development not included in SACOG’s 2025 MTP. This would include approved and reasonably foreseeable additional land uses beyond the 2025 horizon. The two scenarios (Expanded Scenarios A and B) would reflect a different distribution of commercial/industrial development. Both scenarios assume buildout of all additional residential development, plus nonresidential development in an amount equal to the current jobs/housing ratio, which is relatively balanced. The two scenarios would reflect a different distribution of commercial/industrial development. It was noted that other factors come in to play when projecting future development, such as the ability of available mitigation and the ability to secure federal permits.

The need for the project, based on the traffic forecasting model as illustrated by the map, was identified. The following features on the maps were identified:

- The maps show that conditions will be much worse in the future than today

- The difference between SACOG 2025 and Expanded Development Scenario A is pronounced, with conditions much worse under the Expanded Development Scenario A.
- Local roadways will experience LOS F conditions for more than 1 hour.
- LOS conditions have a ripple effect, which will back up freeways extending for miles and multiple hours.

The model shows that a lot of that benefit occurs on the local roadway system. It was pointed out that the traffic forecasting model accounts for latent demand. This is why the improvement on I-80 is not as pronounced as would be seen if the traffic model did not include feedback loops to account for travel that would be redirected to I-80 because Placer Parkway would reduce the existing congestion.

Key issues raised by participants included:

- Study area boundary development.
- Likelihood that additional development identified in the Expanded Development Scenario would be approved.
- Clarification about how the employment outside of the study area was spread.
- Assumptions about the jobs/housing balance.
- Improvements included in SACOG's regional projects
- Difficulty of finding vernal pool mitigation sites within Placer County.
- Options for a multi-modal facility.
- Placer County planning processes, especially Curry Creek Community Plan.
- Time horizon, congestion over time, levels of service.
- I-80 effects.
- Goods movement.
- Economic development.
- Growth inducement.

This discussion was followed by more specific discussion related to the Purpose and Need Statement, with direction provided by U.S. Army COE and EPA and a schedule for agency review.

COORDINATION MEETING #5 – July 6, 2004

Meeting participants included representatives from EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates.

The meeting objective was to review prior comments and fine-tune the project's Purpose and Need Statement based on EPA comments on the draft received by the project team on May 17, 2004, and to discuss the potential Watt Avenue interchange. Agenda items included:

Purpose and Need for the Project
Watt Avenue Interchange
DKS Memorandum on TSM Alternatives

The meeting objective was to review and finalize the project Purpose and Need. A revised Purpose and Need Statement was sent to EPA and U.S. Army COE on June 4, 2004. Materials circulated for discussion included the following documents:

- EPA Comments on Draft Purpose and Need Statement

- Memorandum from Caltrans, June 4, 2004, responding to EPA comments and questions regarding project benefits, current and future congestion information, and further explanation with respect to SACOG's future growth projections
- A revised Draft Purpose and Need Statement (with comment-number annotation linking the revisions to the memorandum)
- Memorandum from John Long (DKS), June 21, 2004, explaining the analysis of a potential TSM alternative
- A map of the potential corridor alignment alternatives

A smaller group of meeting participants agreed to participate in a conference call (August 16, 2004) to finalize the Purpose and Need. [Note that EPA did not attend this call due to scheduling conflicts. During a subsequent call to URS from EPA on August 18, 2004, the conclusion was that the team would be in a position to request concurrence shortly, pending any additional input from Tom Cavanaugh. EPA would provide a bullet list of outstanding items for discussion at a future meeting.]

Key issues raised by participants included:

- Provide more information on project benefits and how long they would last
- Provide LOS information and more specific information on congestion relief, including on Interstate 80
- Basis of jobs numbers
- Sutter County industrial reserve area
- Geographic area of influence and traffic analysis study boundary, including relationship to employment projections
- Need to identify a "basic" purpose versus an "overall project purpose"
- SACOG Blueprint process and how Placer County relates to it
- Sufficiency of available mitigation

It was cautioned that given the continuing work on modeling and the evolving work by SACOG and others on growth numbers, any numbers in the Purpose and Need would be "place holders" for now. However, there should be little difference from the final numbers. Variation would depend on the Technical Advisory Committee direction, and SACOG Blueprint, Placer County Planning Department, and State of California Department of Finance numbers. Things seem to be pointing to 2040 as the future date to use for analysis. For screening, the project team needed to keep the approach reasonable and cannot wait for new numbers to emerge in the future.

The meeting participants discussed a potential future Watt Avenue Interchange with the Parkway. This potential future interchange is not a part of the Placer Parkway project, but very conceptual locations will be analyzed in the Tier 1 EIS/EIR for informational purposes, as set forth in the projects goals and policies. Both a future Watt Avenue extension and a potential connection to the Parkway would be separate projects, proposed by others. The conceptual potential connection would be analyzed for the range of Parkway corridor alignment alternatives.

The meeting participants discussed the opportunity for including a TSM alternative in the analyses. As set out in the memo circulated at the meeting (John Long, June 21, 2004), the Placer Parkway would provide a substantial benefit in travel times while a TSM alternative by itself would not offer any substantial improvement. Key issues raised by the participants included:

- Baseline Road improvements and whether it could be an expressway

- Other approaches to solve the traffic problem without a new facility
- Congestion pricing

COORDINATION MEETING #6 – August 24, 2004

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Mara Feeney & Associates.

The meeting objective was to review and obtain feedback on screening criteria, environmental resource data used for Tier 1 screening, the screening process, and start a discussion on potential corridor alignment alternatives for evaluation in the Tier 1 EIS/EIR. Agenda items included:

- Introductions
- Reschedule Purpose and Need Conference Call
- Screening Criteria
- Environmental Resource Data and Screening Process
- Potential Corridor Alignment Alternatives

EPA expressed concern that the Purpose and Need could prematurely narrow the range of alternatives, eliminating any TSM-like alternative (i.e., use of existing infrastructure). This was based on a concern regarding potential impacts to wetlands. U.S. Army COE was concerned that the potential alternatives maps appeared to “pancake” the alternatives into one general area.

The meeting participants reviewed screening criteria used in the screening evaluation conducted with the advisory committees (URS, 2004). Screening was used to distinguish among the PSR alternatives and to identify areas where they needed to be adjusted or avoided. The U.S. Army COE noted the importance of the LEDPA was emphasized over other screening parameters.

The environmental resource data and the screening process were reviewed in the context of project alternatives, utilizing an excel table showing the calculations of potential impacts on affected resources (waterfowl and other upland habitat; potential special-status species habitat; riparian, wetland, and conservation areas; vernal pool critical habitat and vernal pool complexes; socioeconomic resources; cultural resources; floodplains; hazardous waste; farmland designations; working farm units, and power lines). A map showing potential future development in and around the study area was also presented. Potential alternatives were discussed based on screening to date. The project team requested early input from agencies with respect to the suitability of the proposed screening criteria.

Key issues raised by participants included:

- Vernal pool data
- Evaluation and calculation of impacts
- Concern with eliminating a corridor alignment that might have more impacts overall but would have a roadway alignment with less impacts
- Emphasis on avoiding or minimizing impacts
- West Roseville Specific Plan area and vernal pools
- Concern to not prematurely eliminate a LEDPA
- Growth inducement – specifically related to interchange locations and alignment location
- Limiting Central Segment access (interchanges) and no-development buffer zone
- Screening criteria documentation
- USFWS attendance/participation

U.S. Army COE and EPA expressed concern that screening of alternatives was occurring prior to concurrence on the Purpose and Need, and agreed-upon screening criteria. This should be documented, as should the screening process.

EPA agreed to provide final comments on the Purpose and Need. The project team agreed to compile information fully explaining the process by which alternatives had been considered and either rejected or identified as appropriate for further evaluation.

EPA expressed concern that a new facility is assumed to be required. Other potential solutions to the transportation need were discussed, including building a shorter Parkway or widening Baseline Road.

COORDINATION MEETING #7 – October 21, 2004

Meeting participants included representatives from EPA, FHWA, Caltrans, PCTPA, URS Corporation, and DKS Associates.

The meeting objective was to discuss remaining issues on the draft Purpose and Need Statement and discuss the information EPA needs regarding the range of corridor alignment alternatives for evaluation in the Tier 1 EIS/EIR. Agenda items included:

- Introduction

- Purpose and Need Concurrence Process

- EPA Input and Discussion: Assessment, Placer County vernal pools; SACOG Blueprint, and Range of Alternatives

Information provided to participants prior to the meeting included information regarding the broad range of alternatives that were initially considered during early project planning contained in the Study Area Definition for Placer Parkway Alternatives and an Analysis of a Shorter Parkway.

EPA staff provided an assessment of the project and its progress via the modified NEPA/404 process. This discussion focused on the importance of vernal pools in western Placer County, avoiding/minimizing impacts, and the project's indirect impacts. As part of this discussion, the project team reinforced key project provisions including limited access for the 7-mile segment between Fiddymont Road and Pleasant Grove Road along with the no-development buffer area within the corridor along the future roadway. Potential Watt Avenue connections (via a future extension of Watt Avenue) to the Parkway would be analyzed in the Tier 1 EIS/EIR. It was emphasized that the potential extension and/or interchange were not a part of the proposed project.

The list of outstanding issues on the draft Purpose and Need Statement was reduced to two related to Sacramento County references and the desired level of service. Minutes of this meeting were not prepared.

COORDINATION MEETING (Not Numbered) – January 25, 2005

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, Placer County, and PCTPA.

The meeting purpose was to make agencies' management aware of concerns with the modified NEPA/404 process, to establish a framework to resolve issues, and to advance the project. Agenda items included:

- Introductions

- Background

Meeting Objectives – Framework to Advance the Project Collaboratively, Identify Agencies Objectives and Issues, and Identify Critical Issues
Summary and Action Items

For background, the Mare Island Accord (2002) was outlined. This is a partnership agreement among FHWA, Caltrans, and EPA to support collaboration in transportation and environmental planning processes. The Mare Island Accord group recognized that there are unresolved issues on the Placer Parkway project. Because the parties were “stuck,” it was decided to convene a meeting.

Issues/concerns focused on the need for more efficient communications (identifying decision makers and the level of information required); Purpose and Need (clarifying “free-flowing traffic”); land use/conservation plan for southwest Placer County; project delay, and mitigation concerns (limited amount of available land).

Ideas/opportunities included investigating multi-modal opportunities, innovative planning (integrating resource avoidance/mitigation into land use and transportation planning processes), using a facilitator to track tasks, questions, and action items.

Understandings/agreements concluded that the current means of communications is not working well. The Purpose and Need Statement would be revised to include agreed-upon language concerning free flowing traffic. The group would be convened as needed.

Actions Items were:

- Placer County would prepare a presentation on Placer County Land Use and Conservation Planning in March.
- PCTPA would circulate a new draft version of the Purpose and Need Statement for review.
- FHWA, if there are no further concerns, would send a formal request for concurrence on this version of the Purpose and Need Statement.
- Caltrans would identify a facilitator for regular modified NEPA/404 meetings.

COORDINATION MEETING #8 – March 10, 2005

Morning Session

Meeting participants included representatives from U.S. Army COE, EPA, U.S. Fish and Wildlife Service, FHWA, California Department of Fish and Game, Caltrans, Placer County, PCTPA, Resources Law Group, URS Corporation, and DKS Associates.

The morning session of this two-part meeting focused on land use and conservation planning in Western Placer County. Agenda topics included:

Introductions
Land Use
Conservation
Input and Discussion

Loren Clark (Placer County) gave an overview of the Placer County Habitat Conservation Plan and Natural Communities Conservation Plan, collectively called the Placer County Conservation Plan

(PCCP). The PCCP would apply to Placer Parkway and would require mitigation for direct, indirect, and cumulative impacts from the Parkway with respect to Section 404 and Endangered Species Act impacts.

There was general discussion and questions regarding the PCCP. U.S. Army COE stated that the vernal pool complexes identified in the PCCP's GIS database is not a definitive identification of all vernal pools. It was noted that the "green" area shown as a conservation area in the PCCP map set is not intended to be a hard line, but a generalized area where development would be precluded/discouraged. EPA strongly encouraged the purchase of conservation lands now.

Placer Parkway is intended to be a covered activity under the PCCP, providing mitigation for direct and indirect take. California Department of Fish and Game expressed strong disagreement with adding alternatives north of Pleasant Grove Creek. He stated that a highway within the "green" conservation area would be a huge blockage to the conservation area, and a serious impediment to going forward with the HCP.

Afternoon Session

Meeting participants included representatives from U.S. Army COE, EPA, U.S. Fish and Wildlife Service, FHWA, Caltrans, Placer County, PCTPA, URS Corporation, and DKS Associates.

The objective of the afternoon session of this two-part meeting was to recapitulate the Purpose and Need Concurrence status as well as to review/discuss corridor alternatives screening criteria and the range of corridor alignment alternatives for evaluation in the Tier 1 EIS/EIR. A Caltrans facilitator provided guidance for this session. Agenda topics included:

- Introductions

- NEPA/404 Process Recap: Purpose and Need Concurrence; Next Steps: Criteria for Selecting Range of Alternatives, Range of Alternatives, Alternatives Most Likely to Contain LEDPA, and Mitigation Framework; Schedule

- Discussion of Screening Criteria: Overview; Suggested Screening Criteria

- Wrap Up

- Future Meetings

Key decisions and/or issues raised by participants included:

EPA confirmed concurrence with the project Purpose and Need (March 7, 2005, see Attachment 2). U.S. Army COE confirmed they were in agreement and would provide a similar concurrence letter to this effect, pending any further comments following their final review of the Purpose and Need.

The meeting participants discussed the alternatives screening criteria, as included in the *Technical Memorandum, Screening Evaluation of PSR Alternatives (February 2005)*; there was general agreement that these were valid. Potential additional screening criteria were identified; it was agreed that these would be integrated into the first set of screening criteria, and routed for review and comment. The meeting participants agreed that the screening criteria should not assume a roadway; to be consistent with the Purpose and Need, criteria should not preclude non-roadway alternatives. EPA wants to be sure that the screening criteria do not eliminate alternatives using existing roadways (in whole or in part) because a new roadway would be the most damaging. EPA is interested in working with local agencies to change densities, etc., to reduce vehicle miles traveled so that the Placer Parkway will not be needed. John Long (DKS) mentioned that *current* entitlements show the need for this project, without considering all the proposed and potential new growth beyond current general plans.

Caltrans summarized the public involvement process to date:

- *Placer Parkway Interconnect Study/Conceptual Plan* (DKS, 2000) was a policy document. This process included extensive public meetings, a newsletter and input from three advisory committees:
 - Policy Advisory Committee – made up of elected officials from affected jurisdictions and representatives from Caltrans, etc.
 - Study Advisory Committee – made up of a range of stakeholders
 - Technical Advisory Committee – made up of staff from affected jurisdictions, FHWA, Caltrans, SACOG, etc.
- *Placer Parkway Project Study Report* (DKS, 2001) identified eleven potential roadway configurations for Placer Parkway, based on earlier work and input from the three advisory committees.
- *Tier 1 EIS/EIR* process to date has also included the above committees, four public meetings, two newsletters, website, and numerous meetings with interested groups and individuals. Screening criteria identified in the *Technical Memorandum* were developed with input from all of these groups.

COORDINATION MEETING #9 – April 18, 2005

Meeting participants included representatives from U.S. Army COE, EPA, U.S. Fish and Wildlife Service, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Koegel & Associates (meeting facilitator).

The meeting objective was to recap Purpose and Need concurrence status, complete discussion on corridor alternatives screening criteria, and begin discussion on the range of corridor alignment alternatives for evaluation in the Tier 1 EIS/EIR. Agenda items included:

Introductions

March 10 Meeting Recap and discussion: Purpose and Need; Criteria for Electing Range of Alternatives

Future Meetings

Information provided to participants prior to the meeting included Screening Criteria Information (annotated based on March 10 meeting input), Potential Screening Criteria Identified at the March 10 meeting, April 8 EPA comments, and Suggested Screening Criteria for non-Parkway Alternatives.

EPA and U.S. Army COE concurred with the Purpose and Need; the U.S. Army COE concurrent letter is still outstanding. U.S. Fish and Wildlife will stay involved in the process because Placer Parkway is a covered activity under the PCCP. A meeting to update USFWS was held on April 13, 2005.

EPA provided comments on the screening criteria and suggested that criteria should first be focused on determining the reasonable range of alternatives to advance to the Tier 1 DEIS/EIR for full analysis, with a separate, longer list (subject to input but not formal concurrence) for evaluating the alternatives in the Tier 1 DEIS/EIR. This is because EPA criteria are narrowly focused on Section 404, and the intent of the criteria should be to broaden the range of alternatives within this context. U.S. Army COE agreed.

It was explained that FHWA has to consider other aspects in addition to water. FHWA needs to make decisions in the overall context of a project, and needs to be sure that there are no fatal flaws in areas other than water. Caltrans agreed, and thought additional criteria should be added to EPA's suggested list. PCTPA is also responsible to their Board and as a regional transportation planning agency must be responsive to local planning policy and direction.

EPA's suggested list was discussed and a draft revision was identified:

The following criteria will determine the reasonable range of alternatives to advance to the DEIS/EIR. The range of alternatives can include both new roadway and non-roadway transportation solutions, e.g., expanding existing roads, a non-freeway facility, a Transportation System Management (TSM) alternative, a shorter Parkway alternative, or a combination of the aforementioned. Alternatives that are not consistent with this list of criteria should not be advanced to the DEIS/EIR for evaluation.

1. Meets the Project Purpose
2. Has no known irrefutable Clean Water Act Section 404 permitting obstacle³
3. Avoids or minimizes growth inducement in environmentally sensitive areas
4. Avoids or minimizes impacts to jurisdictional waters of the U.S., including wetlands
5. Avoids or minimizes effects to Section 4(f) resources
6. Is consistent with the intent of the objectives of the Placer County Conservation Plan
7. Has no conditions that would render the project infeasible, for the following reasons:⁴
 - It would not meet the purpose and need for the project;
 - It would not reasonably achieve the goals and policies adopted for the project;
 - It could not be permitted in subsequent Tier 2 processes; or,
 - It would not likely be supported by the project's Policy Advisory Committee (PAC) or the lead agencies.

or

- Two types of screening criteria that can be effective for Tier 1 decision-making are "project purpose"⁵ and "fatal flaw" analyses. Under the Clean Water Act Section 404(b)(1) Guidelines, an alternative may be eliminated from consideration in the draft EIS if it does not meet the project purpose. Fatal flaws are unavoidable or unmitigatable impacts associated with an alternative that are so great that the project could never go forward.

It was agreed that Item 7 could be considered as an *option* in lieu of some of the other criteria listed above (some items are redundant). EPA has outstanding concerns about Item 5 concerning Section 4(f) and about the specific language of the last bullet under Item 7 (but not the general idea of the fatal flaw approach). This draft will need to be circulated within EPA for review and comment.

U.S. Army COE was not able to participate in the development of the final list. All other participants agreed with the items on the list, with the caveats described herein.

There was also discussion and confirmation that practicability of an alternative is considered in the decision of whether or not to advance an alternative to evaluation in the DEIS/EIR.

COORDINATION MEETING #10 – May 18, 2005

Meeting participants included representatives from U.S. Army COE, EPA, U.S. Fish and Wildlife Service, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Koegel & Associates.

³ Suggestion was made to change this to a more proactive statement.

⁴ *Technical Memorandum, Screening Evaluation of PSR Alternatives* (February 2005)

⁵ Modification of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects memorandum of Understanding (NEPA/404 MOU) for application to the Placer parkway Corridor Preservation Project (April 12, 2004)

The meeting objective was to complete discussion on screening criteria for selecting the range of alternatives, and identify how to proceed on identifying the range of alternatives for evaluation in the Tier 1 EIS/EIR. Agenda items included:

- Introductions
- Group Decision-Making Process and Schedule
- Approval of Meeting Notes of April 18 Meeting
- Action Items from April 18 Meeting
- Screening Criteria for Selecting Range of Alternatives
- Range of Alternatives
- Next Steps and Next Meeting Dates

The group's purpose was affirmed:

Group's Purpose: Achieve concurrence on Concurrence Points 1 through 5 identified in the modified NEPA/404 process for Placer Parkway Corridor Preservation Tier 1 EIS/EIR, so that decisions made at Tier 1 will be consistent with requirements of the Clean Water Act Section 404. The five Concurrence Points were reiterated:

1. Purpose and Need
2. Criteria for Selecting the Range of Alternatives
3. Range of Alternatives
4. Alternative(s) Most Likely to Contain the LEDPA
5. Mitigation Framework

It was noted that there will be a time break between Concurrence Points 3 and 4 while the Draft EIS is being completed and circulated for public comment.

The current process requires formal letters of concurrence ("hard" concurrence) from USACE and EPA. USFWS wants to take a back seat but be involved in the process. USFWS will research if some written agreement on concurrence points (as opposed to formal concurrence) is feasible and report at the next meeting. EPA stated that there were no "red flags" in the Purpose and Need Concurrence Point.

Screening criteria were discussed. The meeting participants agreed that the following criteria should be used to determine a reasonable range of alternatives to advance to the Draft Tier 1 EIS/Program EIR:

1. Meets the Project Purpose
2. Avoids or minimizes direct, indirect and cumulative impacts to jurisdictional waters of the U.S., including wetlands
3. Avoids or minimizes growth inducement in environmentally sensitive areas
4. Avoids or minimizes effects to Section 4(f) resources
5. Is consistent with the intent of the objectives of the Placer County Conservation Plan

FHWA would formally ask U.S. Army COE and EPA to provide concurrence letters based on this list.

The meeting participants undertook a preliminary discussion of the range of alternatives to be evaluated. The meeting agreed to consider the corridor alignment alternatives already identified by PCTPA, as well as any new alternatives proposed by stakeholders, the public and/or agencies. This includes four alternatives already identified by a stakeholder.

EPA has a presumption that at least one avoidance alternative can be identified that meets the project's Purpose and Need and that would reduce the impacts of alternatives that represent a full freeway across the study area. This alternative could be a TSM, shorter Parkway, or combination of modes. DKS noted

that some work in analyzing such potential alternatives has been conducted and provided to the meeting participants, but this work needs discussion with the whole group in order to determine what such an alternative (or alternatives) would look like and if it (they) would meet Purpose and Need.

COORDINATION MEETING #11 – June 28, 2005

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Koegel & Associates.

The meeting objective was to commence discussion on the range of alternatives. Agenda items included:

- Introductions
- Approval of Minutes of May 18 Meeting
- Consultation Process Status
- Action Items from May 18 Meeting
- Range of Alternatives
- PowerPoint Presentation of PCTPA's Four Potential Corridor Alignment Alternatives

Concurrence letters regarding screening criteria will be forthcoming from EPA and U.S. Army COE; a concurrence letter regarding purpose and need will be forthcoming from U.S. Army COE.

The meeting focused on discussion of the range of alternatives that could be evaluated during screening. There was a discussion of potential avoidance alternatives. EPA recommended concepts to apply to an avoidance alternative. These were as follows:

1. The focus in defining alternatives should be on habitat connectivity and aquatic connectivity.
2. The land use assumptions' cumulative development scenario should be as reasonable as possible, and should reflect where the region is going relative to the Blueprint project. EPA suggests that the cumulative development scenario be modified to apply Blueprint concepts and to better reflect the Section 404 perspective, i.e., change the land use assumptions to reflect more dense development and smaller project footprints.
3. EPA would like to see an array of ways to maximize the use of existing infrastructure, which they believe would be the best avoidance alternative.

EPA described four potential avoidance alternatives, as follows:

1. Combine the concepts for the TSM alternative and the "shorter parkway" alternative developed by PCTPA.
2. Expand the project's right-of-way to bring resources into conservation easements. These easements would be designed to protect aquatic resources.
3. Develop a multi-modal transportation corridor near Baseline Road. Put all transportation facilities in a narrow corridor to minimize the area of impact and to reduce growth-inducing effects.
4. Combine the TSM alternative with changed land use assumptions in the Baseline Road area. These land uses would be more intense than those identified to date, and would be more intense than identified in the Blueprint scenario – "a step beyond the Blueprint."

Key issues raised by participants included:

- Changing the land use assumptions in the future scenario was a concern to Caltrans and FHWA, particularly with respect to CEQA requirements. Concerns were raised about legal issues, local land use authority, speculation, and implementation. The land use assumptions used for screening were developed through the advisory committees and with input from all jurisdictions and SACOG. Changing these assumptions without buy-in from these groups may not be considered reasonably foreseeable. Also, for air quality conformity reasons, the project is required to use the same assumptions as SACOG for the 2025 analysis. It was agreed to think more about this, and get some legal input from FHWA and from Caltrans.
- DKS described the assumptions behind the TSM and “shorter parkway” alternatives, focusing on the limited capacity of Baseline Road using the future land use assumptions approved by the advisory committees.
- DKS described the assumptions in the No Project Alternative, which currently includes all projects in the 2025 MTP, plus new or expanded roadways that are reasonably foreseeable as a condition of future development. John Long asked what beyond that should be considered for the 2040 scenario to respond to EPA’s input.
- The reasons for moving the PCTPA’s proposed southern alternative one mile away from Baseline Road were identified: fewer impacts to aquatic resources, fewer impacts to communities, expressed desire by the advisory committees to place the parkway so that an adequate planning area along Baseline Road could be achieved, not precluding development along Baseline Road.

Meeting participants agreed to further discussion on these alternatives and concepts.

PCTPA presented a brief PowerPoint presentation that summarized the process through which the four potential corridor alignment alternatives were developed. This was illustrated through comparison of their impacts on aquatic resources, as compared to the concept alignments identified in the *Project Study Report* (DKS, 2004).

COORDINATION MEETING #12 – August 8, 2005

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Koegel & Associates.

The meeting objective was to continue discussion on the range of alternatives. Agenda items included:

- Introductions
- Approval of Minutes of June 28, 2005 Meeting
- Consultation Process Status
- Action Items from May 18 and June 28 Meetings
- Range of Alternatives

The meeting focused on ongoing discussion on the range of alternatives. The meeting participants agreed that the previous identification of a reasonable range of alternatives should be documented, with these alternatives then being screened against the screening criteria to demonstrate the generation of the list of alternatives identified to date. Both EPA and the U.S. Army COE agreed that the four potential corridor alignment alternatives already identified by PCPTA would be carried forward into the Draft EIS/R.

It was agreed that the development of avoidance alternatives should also be documented. Avoidance alternatives would be screened against the screening criteria, and would not necessarily be eliminated if

they did not meet the entire project Purpose and Need. EPA emphasized that all alternatives should include avoidance elements as reflected in the screening criteria.

The potential avoidance alternatives identified by EPA at the last meeting were discussed:

1. *Shorter Parkway with Transportation System Management (TSM)* – EPA emphasized that it should include the BRT Feasibility Study for South Placer County. There was considerable discussion about what could be done so that this alternative meets Purpose and Need. DKS said that the amount of traffic projected along Baseline/Riego would require adding new frontage roads to carry local traffic, or expanding new no-project rights-of-ways beyond the improvements identified in the earlier Shorter Parkway analysis. It was agreed that DKS would screen this alternative from a traffic perspective to see if it would meet Purpose and Need.

There was some discussion about how a roadway with no access for 7 miles, with conservation easements to reduce the likelihood that this no-access feature would be retained, would induce growth.

2. *Corridor close to Baseline with expanded ROW (buffer) for conservation easements* – EPA said that the concept for this alternative was to provide the least amount of induced development to the west and north, with an expanded right-of-way for conservation easement to protect sensitive aquatic resources. When developing this alternative, PCPTA should look for opportunities to link up resources.

It was noted that the West Roseville Specific Plan has included “preserves” and that they should be added to the map showing preserves within the study area. This Plan has a “buffer area” along its western boundary and this should be included in the “preserves” category. It was agreed that a separate meeting to include PCCP staff, CDFG, U.S. Army COE, EPA and USFWS should be held. This could help define conservation/linkage/connectivity opportunities. PCTPA noted that the project is time-limited and resource-limited, and that “the sky is not the limit” with respect to land acquisition. It was agreed that the concept of an expanded right-of-way for conservation easement to protect sensitive aquatic resources should be applied to all build alternatives, not just the one closest to Baseline/Riego Roads.

3. *Land use change alternative with TSM* – The concept for this alternative was to test whether denser land uses or more compact development could reduce the need for a new structure. It was understood that the transportation agencies cannot change land use. DKS suggested looking at the “super-cumulative” development scenario in development by Placer County, which is trending in a more “Blueprint-like” concept. EPA reiterated that they want to see this concept analyzed, focusing on high density, increased transit, and urban growth boundaries, to attempt to answer the question of what levels of these elements would be needed to meet the Purpose and Need without the Parkway. EPA said that they were not stuck on this being a formal alternative that could be considered a LEDPA candidate, but there must be some analysis and some discussion in the Draft Tier 1 EIS/Program EIR. The analysis should look at changed land use assumptions beyond what is planned or proposed by Blueprint or other processes.

It was suggested that a sensitivity analysis could focus on density as the mechanism to get transit to work. It was agreed that such an analysis, using the same amount of development assumptions as Blueprint, but pushed closer together, would be undertaken, with the results presented in the Draft Tier 1 EIS/Program EIR.

COORDINATION MEETING #13 – October 6, 2005

Meeting participants included representatives from EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Koegel & Associates.

The meeting objective was to continue discussion on the range of alternatives. Agenda items included:

- Introductions
- Approval of August 8, 2005 Meeting Minutes
- Action Items
- Continue Discussion on Range of Alternatives
- Avoidance Alternative Concept – Shorter Parkway and TSM
- General Discussion

The concurrence letters from U.S. Army COE on Purpose and Need and Screening Criteria were still outstanding. Gary Sweeten will call USFWS and ask for their input regarding concurrence.

PCTPA reported that the SPRTA Board accepted the recommendation of the Policy Advisory Committee to include a fifth corridor alignment alternative, which was one of four brought forward by a stakeholder. The meeting participants agreed to include this corridor alignment as an alternative to be studied in the Draft Tier 1 EIS/EIR. This corridor alignment alternative would connect to SR 70/99 at Sankey, located between corridor alignment Alternative 4 and the City of Roseville Retention Basin. It would use the common alignment on the western portion of the study area.

The meeting participants discussed details of potential connections and alignments of the proposed alternatives, including the avoidance alternatives. EPA is committed to ensuring a broad range of alternatives is evaluated in the EIS to ensure that the LEDPA is included. Protections of water resources and habitat, and maintenance of habitat connectivity, were considered to be key issues.

Avoidance Alternative Concept – Expanded Corridor Areas: Nancy Levin (EPA) summarized EPA's idea behind this concept. EPA wants to be sure we have a broad enough range of alternatives to include the LEPDA. If there is not a broad enough range, potentially down the line the U.S. Army COE could identify an avoidance alternative that should have been looked at but was not. This concept builds on the PCTPA vision of the Parkway as a broad corridor with few interchanges. There may be certain areas where the corridor lines could be adjusted to protect habitat or provide better habitat connectivity. The idea is to look at where this might be possible and to adjust the alignments by including more areas where this occurs, and tighten up the corridor width in other areas where this opportunity did not exist, so that the result was the same total area preserved.

Project team representatives met with representatives of the Placer County Conservation Plan, to examine a map displaying the five potential corridor alignment alternatives superimposed on aquatic resources and preserve areas, for the purpose of identifying potential areas that would be good to include within the Parkway's potential corridors. Placer County staff felt that the team had done a good job of avoidance, and that there was little habitat value in preserving small, isolated wetland areas adjacent to the corridor alignments, especially given the likelihood of development in this area. The project team's biologist explained how there didn't seem to be other opportunities to make this avoidance concept workable, given the location of the corridors and the resources in the study area near them. He noted that the best resource in the study area proximate to the corridors is Pleasant Grove Creek. The Parkway would span the creek and thereby avoid habitat fragmentation. He also noted that the retention basin already is a preserve concept, so that areas immediately adjacent to the Parkway in this location are already protected. Potential habitat areas near the Parkway corridors were discussed. EPA noted that the idea of avoidance was related to indirect as well as direct impacts, and introduced the concept of potentially looking at downstream areas and protecting them against growth that would be induced by the project. FHWA

agreed to see if the concept of protecting a resource not directly impacted by the project, as an alternative, has ever been incorporated in a project, if it seems viable from FHWA's perspective, and if FHWA believes it meets purpose and need. EPA will also discuss it further internally. It was noted that it would be helpful to hear from the U.S. Army COE on this issue as well.

Avoidance Alternative Concept – Shorter Parkway: DKS Associates explained assumptions behind the analysis. The approach included:

- In the eastern portion of the study area, the roadway would be a new freeway, from SR 65 to Baseline Road;
- In the central and western portion of the study area, traffic would use Baseline/Riego Roads, under either an expressway or a full freeway concept.

Three 2040 scenarios were evaluated using a very robust multimodal model that can predict the worst 1-hour and also the worst 3-hour periods of congestion. Transit was the key component in all scenarios.

1. The No-Build scenario did not include a new roadway; it included PCTPA's Funding-Constrained Transit Alternative, and the Caltrans concept for SR 70/99 as a six-lane roadway with auxiliary lanes, with bus miles growing proportion to population. This scenario led to severe congestion on I-80 and local roads, including Baseline/Riego Roads. This scenario did not meet the Purpose and Need.
2. The expressway scenario for Baseline/Riego Roads assumed a new freeway between SR 65 and Baseline Road, some additional improvements on Baseline/Riego roads, and more Transportation Systems management features as compared to the No-Build scenario. This concept included the PCTPA Transit Emphases Alternative including light rail or high-grade BRT systems coming up Watt Avenue and into Placer County; walk to transit concepts; park and ride access, I-80 express bus service, more commuter rail, express bus service along Baseline/Riego Roads, and more transit bus miles. The analysis showed higher volumes without enough capacity. This concept identified up to 98,000 vehicles on key portions of Baseline Road. DKS noted that the freeway portion of this alternative concept puts more pressure on this segment. This alternative concept clearly did not work.
3. The freeway or freeway-equivalent scenario along the Baseline/Riego Road portion of this concept included a six-lane freeway with two- to four-lane frontage roads to the north and south, three additional interchanges (or an additional four- to six-lane arterials for short to mid-range traffic). This scenario violates the Parkway concept with limited access. The analysis indicated that there would be more volume on SR 70/99 with this concept than with any of the other Placer Parkway alternatives or the concepts identified above, with projected 113,000 ADT in the roadway segment between the potential Curry Creek development and potential development in Sutter County. This concept got good transit ridership (± 1 percent), but not enough to offset increased traffic volumes. The interchange volumes at the Riego Road/SR 70/99 interchange would be problematic. It was noted that this concept takes up more right-of-way and includes more interchanges than any of the build alternatives for the Parkway. It would be very expensive (existing homes, an electric substation, vernal pools in the right-of-way) and the local jurisdictions would be adamantly opposed to it. Caltrans and FHWA do not believe that this alternative meets the purpose and need. For this reason, they recommended that this alternative not be carried forward. EPA noted that the purpose for evaluating this alternative was to try to identify an alternative that would reduce growth-inducing

impacts and minimize habitat fragmentation; i.e., keep the development envelope packed in and reduce development sprawl.

There were questions and discussion. Agencies agreed to review the information presented in the analysis, discuss alternatives internally and present their recommendations at the next meeting.

COORDINATION MEETING #14 – November 3, 2005

Meeting participants included representatives from EPA, FHWA, Caltrans, PCTPA, URS Corporation, DKS Associates, and Koegel & Associates.

The meeting objective was to complete discussion on the range of alternatives. Agenda items included:

- Introductions
- Approval of October 6, 2005 Meeting Minutes
- Consultation Process Status
- Action Items from previous Meetings
- Range of Alternatives
- Avoidance Alternative Concept – Shorter Parkway and TSM
- General Discussion

U.S. Army COE concurrence letter on the Purpose and Need was received. There was no response from USFWS to FHWA phone calls regarding their agreement.

EPA noted that PCTPA had adequately explored the potential of non-freeway or non-full-freeway alternatives, and was in agreement that no viable such alternatives exist. The meeting discussed the importance of incorporating impact avoidance and minimization measures into the five alternatives that would be analyzed. In looking at avoidance and minimization, three components are important:

1. Direct impacts such as crossing Pleasant Grove Creek, other fill in wetlands;
2. Secondary impacts such as downstream segmentation of habitat, runoff affecting water quality, etc.; and
3. Indirect impacts, which tend to be associated with growth inducement.

All three areas should be considered in avoidance and minimization strategies. EPA wants to end up with clear understanding of alternatives with as much specificity as possible about how resources will be avoided. Strategies for protecting resources were discussed.

The avoidance alternative scenario and Pleasant Grove Creek projection discussion from the prior meeting was discussed. EPA agreed that this concept is not an avoidance alternative. It is a potential mitigation concept or avoidance concept. It is not a transportation alternative. FHWA reiterated that FHWA cannot fund an alternative that is not a transportation alternative. All participants agreed to drop the Shorter Parkway Plus TSM alternative.

EPA now believes that PCTPA has done a really good job of looking to see if there are other viable non-freeway or non-full-freeway alternatives. It does not seem that there are. EPA feels pretty satisfied that PCTPA has demonstrated that. The conclusion was that no avoidance alternatives will be carried forward for further evaluation in the Draft Tier 1 EIS/EIR.

Concurrence Point 3 was agreed to by participants and contained the following components:

1. The range of alternatives to be studied in the Draft EIS/EIR include the five build alternatives approved by the SPRTA Board plus the No-Build Alternative.

2. Build alternatives will include the following concepts to avoid and minimize direct and indirect impacts to aquatic resources and other natural resources
 - Quote buffer policy statement in Concept Plan/PSR
 - 500- and 1,000-foot corridors
 - access restrictions in the Central Segment
 - others
 - Project proponents will be working toward implementing the buffer policy, including such potential concepts as land use controls, land leases, general plans, zoning/overlay zoning, covenants/deed restrictions, conservation easements, urban growth boundaries.
 - Span Pleasant Grove Creek
 - BMPs

The project team also agreed to include an evaluation of alternate ways to meet the transportation need through land use changes and other mechanisms (Blueprint and beyond, tools identified in the Mineta Report, etc.). This was not a request for another alternative. The evaluation should reference the Mineta report, describe the range of tools, note that these tools are being used elsewhere, and identify what tools are incorporated into the proposed project. This will allow for this project to be put in perspective, and take credit for tools that are incorporated. EPA stated that the most value in performing this evaluation is to look at possible alternative futures in an unconventional way – looking at unconventional solutions to reducing VMTs. The goal of the evaluation is to describe what would need to happen to lower VMTs enough so that a freeway would not be needed. EPA stated that it is important to have a meaningful analysis in the EIS/EIR because it would provide additional disclosure and fulfill NEPA requirements to look at ways to meet the project Need even if the project sponsors do not have control over the tools.

COORDINATION MEETING #15 – March 1, 2006

Meeting participants included representatives from U.S. Army COE, EPA, FHWA, Caltrans, SACOG, PCTPA, URS Corporation, DKS Associates, and Mara Feeny & Associates.

The meeting objective was to provide background on the project team's approach to use MEPLAN to help measure potential growth inducing impacts and to get resource agency input. Agenda items included:

- Introductions
- MEPLAN

The project team's interest in using MEPLAN, an integrated land use and transportation program with an imbedded traffic model, was described. MEPLAN would be used to identify the potential for growth with and without the project, and to differentiate the potential for growth inducement among Placer Parkway Corridor Alternatives (with and without Watt Avenue interchange).

DKS provided information regarding MEPLAN. It is a program that is familiar to the Sacramento region. It was used in the Mineta Foundation Report prepared by U.C. Davis. Its primary purpose is to allocate development around the region in specific time increments via economic-based inputs. He said there is a concern whether there would be a difference in development by 2020 with or without the Placer Parkway. The MEPLAN work is to determine whether there would be a significant difference in growth and, if so,

where. Initially, the northernmost and southernmost corridor alternatives will be evaluated. If a significant change results between the two – the corridor alternatives between them will then be reviewed.

SACOG said MEPLAN is a decision-making model based on the competitive nature of builders (developers), land supply and growth policies. DKS explained that some MEPLAN adjustments have to be completed. However, the project team did not want to “constrain” the model to force a particular outcome.

EPA asked whether the model allows “available land” for any type of development and if areas identified for development were restricted to certain uses. DKS replied that SACOG’s Base Case for the Blueprint used the MEPLAN model, in which there were no limits on growth and sprawl. The Parkway team will not constrain the types of land uses since the projects identified in the 2040 scenario propose all types of land uses. And, since the Base Case was developed, SACOG has received updated land availability information from local jurisdictions, and these data would be incorporated into the model.

Preliminary feedback from the federal resource agencies was very positive. Many questions were raised, including how inputs would be developed, how the model worked, how land prices were arrived at, allocation of growth and land supply information, if the model would capture isolated developments, and how the local roadway network would take account of new development over time.

COORDINATION MEETING #16 – October 23, 2006

Meeting participants included representatives from U.S. Army COE, EPA, USFWS (by phone), FHWA, National Marine Fisheries Service, California Department of Fish and Game, Caltrans, SACOG, Placer County, PCTPA, URS Corporation, and DKS Associates.

The meeting objective was to receive feedback from the resource agencies on two coordination issues. Resource agencies attendance will help to share: (1) concerns (and possible solutions) related to processing the proposed Placer Ranch Specific Plan and (2) ways to improve the environmental review process via early input by the resources agencies. Agenda topics included:

- Introductions
- Approval of March 2006 Meeting Minutes
- Consultation Process Status and March 1 Meeting Action Items
- Project Update
- Placer County Coordination
- Information Sharing and Early Input

All letters confirming EPA and U.S. Army COE concurrence on the first three Concurrence Points have been received. PCTPA provided an update on project progress.

PCTPA described a potential conflict between the Placer Parkway’s proposed corridor alignment alternative in the Eastern Segment and a roadway from SR 65 to Fiddymont Road proposed by the Placer Ranch Specific Plan (PSRP) applicant. At an October 2003 Placer County Board of Supervisors’ meeting, direction was given to staff to process both the Placer Parkway project and the PRSP concurrently. County staff preferred to identify the Placer Parkway corridor first and then process the PRSP. However, the Board was adamant about the concurrent process direction. One common Placer Parkway corridor alternative crosses over the proposed PRSP area. The PRSP needs a connection from SR 65, west to their site that would connect to Fiddymont Road, which runs north-south through the central portion of the PRSP site. Two Placer Parkway corridor issues are related to this potential PRSP roadway:

1. Roadway Alignment – East of Fiddymment Road

The PRSP applicant is working with a proposed roadway alignment from SR 65 to Fiddymment Road that differs slightly from the Placer Parkway corridor alignment alternative. The PRSP alignment moves slightly south of the Parkway corridor alignment alternative in some areas in order to get as much of the roadway on to land they control, and to avoid the Rio Bravo (Ultra Power) site as much as possible. In order to move both projects forward, Placer County has asked if PCTPA could separately provide information about the PRSP roadway alignment areas that lie outside of the Placer Parkway corridor alignment alternative.

Placer County explained that part of the condition of approval for the PRSP would be that it includes a roadway that may be integrated into the future Parkway, should the Parkway be approved. The PRSP schedule is to certify a Final EIR in 2007, while the Parkway's schedule reflects a Record of Decision in 2008. PRSP will be seeking approvals before the completion of the Tier 1 process for the Placer Parkway Corridor Preservation project. Phasing could be a key. There is to be no Placer Parkway construction as a result of the Tier 1 process. Placer County hoped the Tier 2 review for this critical segment (during which a LEDPA would be identified) could be completed for Placer Parkway before PRSP had to build the roadway.

A possible solution (for the eastern roadway alignment issue) would be for the Placer Parkway Tier 1 EIS/EIR (possibly in an appendix) - to have information on potential impacts associated with the PRSP roadway alignment. Placer County does not want the Parkway and PRSP environmental documents to contain different or confusing information. Placer County's message to the PSRP applicant is they need to find a LEDPA alignment for their roadway. According to Placer County, PRSP would cooperate to identify the LEDPA. Placer County staff would not support any alignment that was preferable with respect to right-of-way acquisition but which would not qualify as the LEDPA.

Concern was expressed regarding impacts, the narrow width of the PSRP right-of-way reservation, lack of existing information about impacts related to the proposed PSRP right-of-way, the potential to undermine the Parkway process.

2. Roadway Width – West of Fiddymment Road

The PRSP applicants are proposing a reduced corridor width and buffer areas. Placer County said the PRSP applicant has indicated that it is quite a financial burden to reserve a 1,000-foot-wide area. The PRSP proposes to dedicate right-of-way for a future Placer Parkway, if approved, west of Fiddymment Road. PRSP has prepared two land plans:

- a. a "proposed" land plan with an approximate 250-foot-wide right-of-way for the road and land uses in the remainder of what would be the 1,000-foot-wide corridor, and
- b. a second land plan with a 1,000-foot-wide corridor as proposed by Placer Parkway, which would be studied as an alternative in the PSRP EIR.

Placer County is trying to find a solution that respects the need to preserve open space and which also is more acceptable for development. U.S. Army COE cautioned that concurrence on the 1000-foot-wide corridor had already been achieved. Placer County acknowledged this; the staff was trying to make both projects better in the end, given the

Placer County Board of Supervisors' direction to proceed with both projects in a similar time frame.

The possibility of PRSP acquiring land off-site to the north to provide more buffer was discussed. U.S. Army COE again cited concurrence concerns. One option would use the existing corridor alignment area plus land outside of it.

U.S. Army COE stated that a potential solution for all the western Placer County development proposals was the Placer County conservation plan. However, this cannot be assumed, and the time frame is not consistent with PSRP time frame.

It is important to preserve the integrity of the Parkway's environmental review process through to the Tier 1 Record of Decision. Caltrans said that because of the concurrence process, it would be clearer to keep the PRSP analysis separate. Meeting participants agreed that information regarding the PRSP alignment that falls outside of the proposed Placer Parkway alignment should be of similar type and level of detail completed to date for the Tier 1 project. This would be presented in a separate section of the Draft Tier 1 EIS/EIR, as information.

PCTPA offered to share technical studies supporting the Draft Tier 1 EIS/EIR with the agencies. Resources agency representatives did not appear interested in providing early input based on existing workloads. The EPA representative said she would check in-house with EPA staff.

[Note: Subsequent to this meeting, the PRSP team completed their review of LEDPA issues within the proposed Parkway corridor and their proposed corridor, east of Fiddymont where the two diverged, and concluded that they would withdraw their proposed alignment, and work toward identifying a LEDPA alignment within the proposed Parkway corridor. They have still not agreed to reserve the full width identified by the proposed Parkway alignment through their Plan Area.]

Attachment 1
Modified NEPA/404 Process Memorandum of Understanding

ATTACHMENT 1

MODIFIED NEPA/404 PROCESS

This Attachment 1 contains the following documents:

Letter from Lisa B. Hanf, Manager, Federal Activities Office, U.S. Environmental Protection Agency (EPA), to Maiser Khaled, Director, Project Development & Environment, Federal Highway Administration, dated April 1, 2004

Document entitled, 'Modification of the "National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU)" for application to the Placer parkway Corridor Preservation Project,' dated April 12, 2004

Placer Parkway Corridor Preservation & Tier 1 EIS/EIR, Excerpts from Final Meetings Notes, April 12, 2004, and list of meeting attendees.

Together, these documents provide the background and agreement related to application of the NEPA/404 MOU to the Placer Parkway Corridor Preservation Project among the U.S. Army Corps of Engineers, EPA, Federal Highway Administration, California Department of Transportation (Caltrans), and the Placer County Transportation Planning Agency on behalf of the South Placer Regional Transportation Authority.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

April 1, 2004

Mr. Maiser Khaled, Director
Project Development & Environment
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Dear Mr. Khaled:

On October 23 2003, the U.S. Environmental Protection Agency (EPA) and U.S. Army Corps of Engineers (Corps) met with Federal Highway Administration (FHWA), the Placer County Transportation Planning Authority (PCTPA), and California Department of Transportation (Caltrans) to discuss the Placer Parkway Corridor Preservation project.

At that meeting, the FHWA agreed that the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU) would be used for the Placer Parkway Tier 1 Environmental Impact Statement (EIS), with modifications appropriate for decisions made at Tier 1. The EPA, in consultation with the Corps, has prepared a draft modified NEPA/404 process (attached), for interagency review and comment. We expect that the Tier 2 EIS for the project-level analysis would follow the standard NEPA/404 MOU process.

Background

The FHWA and PCTPA have chosen to use a tiered NEPA process for the Placer Parkway project. The stated goal for the Placer Parkway Tier 1 EIS is to identify a corridor for right-of-way preservation. The goal of the Tier 2 EIS is to provide the information required for project approval, permits and authorization of construction of the Placer Parkway. After Tier 2 project approval, but before project construction, the project proponents will need to obtain a Clean Water Act (CWA) Section 404 individual permit from the Corps.

The CWA Section 404(b)(1) Guidelines (Guidelines) are binding, substantive regulations that restrict CWA Section 404 permits to the "least environmentally damaging practicable alternative (LEDPA)." The Corps cannot grant a CWA Section 404 permit to a preferred project alternative that is not the LEDPA; therefore, it is critical that the LEDPA is not prematurely eliminated during the Tier 1 NEPA review.

The most efficient way to guarantee that the LEDPA is not prematurely eliminated is to prepare a project-level analysis, rather than a tiered analysis. Although a Tier 1 landscape-level analysis may provide enough information to eliminate alternatives that would clearly have the *greatest* environmental impacts, the analysis may *not* be detailed enough to identify with certainty a single alternative that is likely to contain the LEDPA. Additional detailed analysis may be required to further narrow the range of alternatives.

Since FHWA and PCPTA have chosen a tiered process over a project-level analysis, EPA supports their decision to initiate the NEPA/404 MOU at Tier 1, with modifications necessary for Tier 1 decision making.

Early Consideration of the CWA Section 404(b)(1) Guidelines

Decisions made at the Tier 1 level should anticipate the requirements of the Section 404(b)(1) Guidelines that will need to be met in order to obtain a Section 404 permit at Tier 2.

The Guidelines prohibit all discharges of dredged or fill material into waters of the United States (waters) unless a discharge, as proposed, constitutes the least environmentally damaging practicable alternative that will achieve the project purpose (40 CFR 230.10(a)). Alternatives that avoid discharges of dredged or fill material into waters are assumed to have less adverse impact to the aquatic environment than alternatives that require fill in waters (40 CFR 230.10(a)(1)(i)). Certain waters, including wetlands, are "special aquatic sites" and, as such, are provided special protection under the Guidelines.

Specifically, if a project is 1) not water-dependent, and 2) proposes to discharge dredged or fill material into a "special aquatic site," the Guidelines establish a regulatory presumption that a less environmentally damaging practicable alternative exists (40 CFR 230.10(a)(3)). The burden of proof rests with the permit applicant to rebut this presumption. Consequently, the focus of an alternatives analysis needs to be on alternatives that avoid impacts to waters. These "avoidance alternatives" could involve alternatives that do not require securing a new right-of-way corridor for the proposed Placer Parkway including maximizing use of existing infrastructure, congestion pricing, or adjusting the project study area to include alignments that avoid more aquatic resources.

Early consideration of Section 404 permit requirements may avoid delays at later stages of the project. In particular, the Tier 1 evaluation should:

- Evaluate alternatives that maximize avoidance of impacts to waters of the U.S., including special aquatic sites, as defined in the Section 404(b)(1) Guidelines (40 CFR 230 Subpart E).
- Ensure that alternatives that might contain the LEDPA are not prematurely eliminated.

Proposal

A modified NEPA/404 process will be used for this Tier 1 project. The modifications reflect the fact that the Tier 1 project will not result in a Section 404 permit application. Unless otherwise indicated, all other terms of the standard NEPA/404 MOU (1993) remain in effect.

Our goal in using the modified NEPA/404 process is to provide early direction to FHWA and PCTPA so that Tier 1 decisions reflect careful consideration of the Section 404(b)(1) Guidelines. FHWA and PCPTA should address the Guidelines as early as possible and eliminate the need to revisit decisions in Tier 2 that might otherwise conflict with Section 404 permit requirements. The modified NEPA/404 process at Tier 1 includes five interagency concurrence points:


3. Purpose and Need
4. Criteria for Selecting the Range of Alternatives
5. Range of Alternatives
6. Alternative(s) most likely to contain the LEDPA
7. Mitigation Framework

These Tier 1 concurrence points are sequential, each one building upon and consistent with previous concurrences. Concurrence points #1 to #3 occur prior to completion of the Tier 1 Draft EIS. Concurrence points #4 and #5 occur prior to completion of the Tier 1 Final EIS. The concurrence process is outlined in Section VI of the MOU. The NEPA/404 signatory agencies may agree to bundle concurrence points for purposes of review.

The attached document elaborates this proposal. We welcome your input on this proposal, and look forward to discussing your comments and suggestions at the next Placer Parkway interagency meeting on April 12, 2004.

If you have any questions, please contact Nancy Levin (415-972-3848) and Erin Foresman (415-972-3396) at EPA, or Tom Cavanaugh at the Corps (916-557-5261).

Sincerely



Lisa B. Hanf, Manager
Federal Activities Office

cc: Komc Ajise, Caltrans District 3
Celia McAdam, Placer County Transportation Planning Authority
Mike Jewell, U.S. Army Corps of Engineers
Tom Cavanaugh, U.S. Army Corps of Engineers

Enclosure: Proposed NEPA/404 MOU Process Modified for Tier 1

Modification of the "National Environmental Policy Act/Clean Water Act
Section 404 Integration Process for Surface Transportation Projects
Memorandum of Understanding (NEPA/404 MOU)"¹
for application to
the Placer Parkway Corridor Preservation Project
April 12, 2004

The NEPA/404 MOU integrates requirements of the Clean Water Act Section 404 permit process into the NEPA environmental review. This integration facilitates the preparation of the Section 404 permit application at the end of the NEPA process. While a Tier 1 evaluation will not result in a Section 404 permit application, the associated Tier 2 project will require a permit. Therefore, the NEPA/404 process is modified for Tier 1 to reflect decisions made at Tier 1, and to anticipate the permit application requirements at Tier 2. The NEPA/404 process for Tier 2 will follow the standard procedure outlined in Appendix A of the NEPA/404 MOU.

The goal of the modified NEPA/404 process for Tier 1 is to ensure that Tier 1 decisions reflect careful consideration of the 404(b)(1) Guidelines (40 CFR 230), which are binding, substantive regulations implementing the Clean Water Act. The Guidelines should be addressed as early as possible in the Tier 1 NEPA evaluation to eliminate the need to revisit decisions in Tier 2 that might otherwise conflict with 404 permit requirements.

The Tier 1 (modified) and Tier 2 (standard) NEPA/404 processes are similar in many respects. Both Tier 1 and Tier 2 NEPA/404 include five concurrence points². The main difference between Tier 1 and Tier 2 NEPA/404 processes are the last two concurrence points. In Tier 2, the project proponent seeks agency concurrence on the "least environmentally damaging practicable alternative" (LEDPA) and the conceptual mitigation plan for the LEDPA. In Tier 1, however, the project proponent seeks agency concurrence on the alternative (corridor) *most likely to contain the LEDPA*, and on the *general framework* for mitigation. All other elements of the standard NEPA/404 process apply, unless otherwise indicated.

The Tier 1 modified NEPA/404 process includes five concurrence points:

1. Purpose and Need
2. Criteria for Selecting the Range of Alternatives
3. Range of Alternatives
4. Alternative(s) most likely to contain the LEDPA
5. Mitigation Framework

¹Signed by Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Transportation, Arizona Department of Transportation, Nevada Department of Transportation (1993).

²Concurrence/Non-Concurrence is described in Section VI of the NEPA/404 MOU.

These concurrence points are sequential, each one building upon and consistent with previous concurrences. Concurrence points #1 to #3 occur prior to completion of the Tier 1 Draft EIS. Concurrence points #4 and #5 occur prior to completion of the Tier 1 Final EIS. The NEPA/404 signatory agencies may agree to bundle concurrence points for purposes of review.

Concurrence Point #1: Purpose and Need

The Council on Environmental Quality regulations implementing NEPA call for a statement of purpose and need (40 CFR 1502.13). The Section 404(b)(1) Guidelines include a basic purpose (40 CFR 230.10(a)(3)) and an overall project purpose (40 CFR 230.10(a)(2)). For NEPA/404 integration, one statement of purpose and need should be developed to meet all requirements.

The NEPA purpose and need statement briefly specifies the underlying purpose and need of the proposed project. The NEPA document should explain the project need, and demonstrate the project's logical termini and independent utility.

The Section 404(b)(1) Guidelines basic purpose is a brief statement that assists regulators in determining whether a project is water-dependent. The overall project purpose is an elaboration of the basic purpose, and provides a more specific description of the purpose and need for the project.³ The overall project purpose should be broad enough to allow for an appropriate range of alternatives that avoid special aquatic sites, as defined in the Section 404 (b)(1) Guidelines (40 CFR 230 Subpart E). "Avoidance alternatives" could include alternatives that do not require securing a new right-of-way, maximize use of existing infrastructure, implement congestion pricing, or adjust the project study area to include alignments that impact fewer aquatic resources.

Concurrence Point #2: Criteria for Selecting the Range of Alternatives

The project sponsor develops criteria for selecting a reasonable range of alternatives. If the number of potential alternatives generated is very large, only a reasonable number of examples, covering the full spectrum of alternatives, must be analyzed and compared in the EIS.⁴ The criteria can be used to screen out or narrow the range of alternatives that will be carried forward for analysis in the Draft EIS. For NEPA/404 MOU projects, environmental criteria should be applied so that each alternative can be ranked based on its impact to the aquatic ecosystem.

Two types of screening criteria that can be effective for Tier 1 decision making are "project purpose" and "fatal flaw" analyses. Under the Clean Water Act Section 404 (b)(1) Guidelines, an alternative may be eliminated from consideration in the Draft EIS if it does not meet the project purpose. Fatal flaws are unavoidable or unmitigatable impacts associated with an alternative that are so great that the project could never go forward.

³For a discussion of basic purpose and overall project purpose, see Yocom, T.G., R.A. Leidy, and C.A. Morris. 1989. "Wetlands Protection Through Impact Avoidance: A Discussion of the 404(b)(1) Alternatives Analysis." Wetlands. Vol 9, No. 2, pages 283-297.

⁴Council on Environmental Quality's Questions and Answers about the NEPA Regulations, Question 1.b. (1981)

Concurrence Point #3: Range of Alternatives

The Range of Alternatives includes those alternatives that will be evaluated in the Draft EIS. For NEPA/404 projects, the range should include alternatives that avoid and minimize impacts to waters of the U.S. to the greatest extent possible. The range can include reasonable alternatives not within the jurisdiction of the lead agency, and a no-action alternative (40 CFR 1502.14 (c) and (d)).

— Tier 1 DEIS Circulation and Public Comment Period —

Concurrence Point #4: Alternative(s) most likely to contain the LEDPA

The U.S. Army Corps of Engineers cannot grant a CWA Section 404 permit to a Tier 2 preferred alternative that is not the LEDPA. Therefore, it is critical that any alternative likely to contain the LEDPA is not prematurely eliminated during the Tier 1 NEPA review. Although a Tier 1 landscape-level analysis may provide enough information to eliminate alternatives that would clearly have the *greatest* environmental impacts, the analysis may not be detailed enough to identify with certainty a *single* alternative that is likely to contain the LEDPA. If the Tier 1 analysis indicates that there are several alternatives likely to contain the LEDPA, and the lead agency does not want to prematurely eliminate any alternative likely to contain the LEDPA, then all of the alternatives likely to contain the LEDPA should be carried forward to Tier 2.

However, the lead agency can attempt to further narrow the range of alternatives likely to contain the LEDPA by performing additional analysis in Tier 1. Analytical tools could include:

- functional assessment of aquatic resources,
- photo-interpretation of aerial photos,
- spot surveys,
- delineations in selected areas of special significance,
- full delineation of waters of the U.S., or
- geo-referenced data points from delineations done for this or other projects.

If the lead agency chooses to eliminate in Tier 1 any alternative(s) likely to contain the LEDPA, there is a risk that the eliminated alternative(s) may need to be revisited in Tier 2.

Concurrence Point #5 – Mitigation Framework

The Tier 1 mitigation framework will describe in general terms the processes that the project sponsor will use to maximize opportunities for successful mitigation, including long-term mitigation and management of resources. The framework should identify:

1. Mitigation options available for creation, restoration, enhancement and preservation of aquatic resources (e.g., land dedication, acquisition of conservation easements, in lieu fees for acquisition, mitigation banks), and potential mitigation sites.

2. Opportunities to build upon existing or planned conservation efforts of other agencies and non-governmental organizations for the purposes of protecting and restoring large, intact landscapes.
3. Institutions and instruments for long-term management of mitigation sites.

— *Tier 1 FEIS Circulation. Agency Comment Period. Tier 1 Record of Decision.* —

Note: It is presumed that the Tier 2 project will follow the standard NEPA/404 MOU process.

Placer Parkway Corridor Preservation & Tier 1 EIS/EIR
Excerpts from Final Meeting Notes
April 12, 2004

Review Draft Modified NEPA/404 Process

- A. Clarification of Intent of Modified NEPA/404 Process ("the process")
1. The purpose of the Modified NEPA/404 process for Tier 1 projects is to provide early direction/guidance to FHWA and PCTPA so that Tier 1 decisions for Placer Parkway reflect careful consideration of Clean Water Act Section 404(b)(1) Guidelines. It is intended to streamline the overall environmental review and 404 permitting process by avoiding the need to revisit alternatives eliminated in Tier 1 during the Tier 2 process.
 2. All parties have an interest in a sound defensible process, based on credible information and consistent with the laws and regulations they are authorized to uphold.
 3. With this modified process, EPA and Corps are trying to clarify the questions that need to be asked and answered in Tier 1, so that a LEDPA can be identified and concurred on in Tier 2. We are trying to anticipate the "sticky questions" that may arise, and have some upfront agreement on how we will address them. (Note: This modified process, had it been available, would have helped us avoid problems in some previous Tier 1 NEPA/404 projects).
 4. This proposal is not intended to turn a Tier 1 process into a Tier 2 (project-level) process. It is intended to provide enough certainty that alternatives eliminated in Tier 1 do not need to be revisited in Tier 2. It provides a decision-making framework and tools for further narrowing the range of alternatives in Tier 1 without prematurely eliminating the alternative likely to contain the LEDPA.
 5. EPA understands that PCTPA's Tier 1 objective is to identify a single corridor alternative (500' - 1,000' wide) within which a transportation facility can be located, so that right-of-way can be preserved/acquired, due to intense development pressures.
 6. At this point, still early in the process, the alternatives under consideration by PCTPA appear to have relatively similar, and significant, impacts to aquatic/environmental resources.
 7. EPA reminded the group that "tiering" under NEPA does not require that only one alternative be selected to advance to Tier 2. Multiple alternatives can, and often are, advanced to Tier 2.
 8. EPA and the Corps understand the reasons why PCTPA has chosen as its goal to identify a single alternative in Tier 1. EPA and the Corps cannot guarantee this outcome, and PCTPA cannot meet project's objective without it.
- B. Clarification of Project Description
1. FHWA pointed out that the term "alternative" can mean different things in a Tier 1 and Tier 2 context. In Tier 1, "alternative" may refer to a corridor (which could have multiple alignments), while in Tier 2, "alternative" would often mean a specific alignment.
 2. Alternatives identified in Tier 1 could undergo some modification in Tier 2: narrower/-wider/refinement of location, etc.
- C. Purpose and Need
1. Should be narrow enough to focus the range of alternatives, but broad enough so as not to preclude a reasonable range.
 2. The Tier 1 alternative(s) most likely to contain the LEDPA must meet the project's purpose and need; LEDPA is not defined by the one best meeting purpose and need.
 3. NEPA regulations do not preclude looking at alternatives outside of the Agency's control; purpose and need should not be so narrowly drawn that this is precluded.

Placer Parkway Corridor Preservation & Tier 1 EIS/EIR
Excerpt from April 12, 2004 NEPA/404 Meeting Summary

- D. Clarification of NEPA/404 Decision-Making Process
1. The NEPA document must disclose all significant environmental impacts and so that decision-makers can make informed decisions. Significance = context + intensity.
 2. NEPA/404 process will consider all NEPA impacts (socioeconomic, EJ, Section 4(f), Section 106, special status species, etc.), but bias is to the aquatic environment. COE follows legislative mandate.
 3. Concern raised as to application of "practicable", i.e., economic feasibility, applicability of special NEPA considerations such as identified in #2 above, direction from elected officials. Agreed that there is no "bright line" as to a definition of "practicable." Context is important.
- E. Points Made Concerning Corridor Alternatives Analysis
1. Need to consider alternatives' role in directing and distributing growth, and the resulting potential impacts on resources, not just rate of growth.
 2. Placer County now considering a community plan for area south of Pleasant Grove Creek to county lines, coordinating with Placer Legacy NCCP/HCP and Placer Parkway processes. The Community Plan will be informed by and consistent with the NCCP/HCP Conservation Strategy (Draft, September 8, 2003). Speaks to EPA request at August 2003 meeting for a Placer County vision for western Placer County.
- F. Project Team's Comments on EPA April 1, 2004 letter
1. Letter, page 1, penultimate paragraph re "analysis may not be detailed enough to identify with certainty a single alternative that is likely to contain the LEDPA": discussed under Item IV.A above.
 2. Modified Process, Attachment to letter, page 3, first full paragraph including bullets
 - a. Concern raised about how much information is needed for Tier 1 determination? The Modified NEPA/404 process for Tier 1 does not call for a full Tier 2 project-level of analysis. However, PCTPA wishes to eliminate all but one alternative in Tier 1. If resource/regulatory agencies are to make commitments not to revisit alternatives eliminated in Tier 1, the resource/regulatory agencies must a clear basis for doing so. Agencies cannot provide concurrence unless it is clear that the alternatives eliminated in Tier 1 do not contain the LEDPA. This may require more than landscape-level information. Study area subject to prior GIS-level analyses related to development of two HCPs; results in substantial amount of data, already subject to federal agency review. Project team is looking forward to sharing this info with the agencies. Agencies cannot comment until they see the available documentation.
 - b. Will evaluate other options (e.g., use of improved existing infrastructure, light rail, congestion pricing, others). Project team's preference is to consider during Tier 1 so as not to carry forward into Tier 2 unless data show these alternatives are most likely to contain the LEDPA, and meet the project purpose and need.
 - c. Should we be considering a Tier 2 document at this time? Intense development pressure and ongoing planning efforts (NCCP/HCP and the Curry Creek Community Plan, other development proposals) require the identification of a corridor as soon as possible. Tier 2 would require significant additional information, especially for CEQA review, not available within available timing and funding constraints. For these reasons, PCTPA has chosen to go through a tiered process.
 - d. Could "fine tune" corridor during Tier 2. The corridor boundaries could be adjusted to

Placer Parkway Corridor Preservation & Tier 1 EIS/EIR
Excerpt from April 12, 2004 NEPA/404 Meeting Summary

- avoid and minimize environmental resources.
3. Modified Process, Attachment to letter, page 3, Concurrence Point #5 – Mitigation Framework
 - a. FHWA cannot purchase land to preclude development, as it is not in their mandate to get involved in local planning and zoning decisions; can acquire land for transportation purposes only, including mitigation for direct impacts.
 - b. ACOE clarified that the language is only intended to apply to land required as mitigation for project impacts. For Tier 1, mitigation strategies should be discussed so as to avoid problems at later project stages. EPA noted that a detailed mitigation plan would not be required until the permit phase.
 - c. All referred to problems on prior projects, and that early consultation and awareness of mitigation requirements would help to reduce issues later in the process.
 - d. Clarified that the project can't mitigate to achieve LEDPA. LEDPA should be identified before compensatory mitigation for impacts.
 - e. Question raised as to "bundling" Concurrence Point #5 with Concurrence Point #4, if actual mitigation not to be identified in Tier 1. For now, agreed to leave as is, but to revisit when considering Concurrence Point #4.
 4. Agreed to Proposed Modification as presented in April 1, 2004 EPA letter and attachment, with these meeting notes memorialized as adjunct to it. No plans to further formalize with signatures.
- G. Upcoming New Guidance
1. Caltrans/FHWA/EPA are developing cumulative and indirect effects guidance. The project team expressed interest in receiving the guidance when it becomes available.
 2. NEPA/404 integration MOU is being revised. Will not be ready until end of this year or sometime next year. Until the revised NEPA/404 MOU is signed, we are using the current MOU.

Placer Parkway Corridor Preservation Tier 1 EIS/EIR
 Modified NEPA/404 Process Meeting
 Date: 12 April 2004

Sign-In Sheet

Name (Please Print)	Affiliation	Signature	Phone Number	Email Address
Tom Cavanaugh	ACOE		916-557-5211	thomas.j.cavanaugh@dissec.army.m.
Michael Jewell	ACOE			
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Nancy Levin	EPA		415 912 23844	
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Leland Dong	FHWA		498-5860	leland.dong@fhwa.dot.gov
Japtej Gill	Caltrans			
John Webb	Caltrans		916-274-0588	john-webb@dot.ca.gov
Steve Propst	Caltrans		916-274-0608	steve.propst@dot.ca.gov
Pat McAchren	Caltrans		916-274-0569	
Kelley Phillips	Caltrans			kelley-phillips@dot.ca.gov
Stan Tidman	PCTPA			
Celia McAdam	PCTPA		530-823-4630	celiamc@pctpa.org
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Fritts Golden	URS		415-243-3761	
Steve Leach	URS			
Jenny Pretare	URS		510-874-1734	jennifer.pretare@urscorp.com
John Long	DKS Associates		916-368-7600	jp@dkssassociates.com
Mara Feeney	Mara Feeney		415-863-8760	mara@marafeeney.com
Gary Swanton	FHWA		(916) 498-5128	gary.swanton@fhwa.dot.gov

Attachment 2
Agency Concurrence Letters



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

March 7, 2005

Leland Dong
Senior Transportation Engineer
Federal Highway Administration
650 Capitol Mall Suite 1-400
Sacramento, CA 95814

Subject: Concurrence on the Purpose and Need Statement for the Placer Parkway Corridor Preservation Project in Placer County, California

Dear Mr. Dong:

We are writing in response to your letter of February 25, 2005 requesting EPA's concurrence on the Purpose and Need statement for the above-referenced project. This request is pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU) as modified for the Tier 1 Placer Parkway Corridor Preservation Project (April 12, 2004)¹.

Concurrence on Purpose and Need

EPA concurs with the attached *Purpose and Need Statement – Concurrence Version (February 16, 2005)*. We appreciate FHWA's and the Placer County Transportation Planning Agency's (PCTPA) responsiveness to EPA's concerns with the Purpose and Need Statement. The brief project purpose (Section 2.1) reads:

“The goal of the Tier 1 phase of the proposed Placer Parkway project is to preserve a right-of-way for a proposed transportation facility that contributes to the ultimate project purpose. The ultimate purpose of the proposed Placer Parkway project is to reduce anticipated congestion on the local and regional transportation system and advance economic development goals in southwestern Placer County and south Sutter County.”

EPA's major concern in reviewing this Purpose and Need Statement is its consistency with NEPA and the Clean Water Act (CWA) Section 404. As documented in the attached NEPA/404 modification, EPA seeks to ensure that decisions made at Tier 1 incorporate CWA Section 404 requirements so permitting can be streamlined at Tier 2. The Tier 1 Purpose and Need Statement should lead to a reasonable range of alternatives that meet the project purpose, and should not

¹Modification of the “National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU)” for application to the Placer Parkway Corridor Preservation Project (April 12, 2004).

preclude alternatives that are likely to contain the “least environmentally damaging practicable alternative” (LEDPA) in Tier 2.

This Purpose and Need Statement allows for a wide range of alternatives that meet the ultimate project purpose. Alternatives could include “expanding existing roadways, a non-freeway facility, a Transportation System Management (TSM) alternative, a shorter Parkway alternative, or a combination of the aforementioned.” (Section 2.1.2) Also, while the project is located within Placer and Sutter Counties, it is intended to “improve regional accessibility for business and jobs in the project vicinity including access to SR 70/99 and the I-5 corridor in northern Sacramento County including access to the Sacramento airport.” (Section 2.1.3)

Next Steps and Key Considerations

The next step in the NEPA/404 integration process is FHWA’s request for concurrence from EPA and the U.S. Army Corps of Engineers (Corps) on: (1) the criteria for selection of the range of alternatives, and (2) the range of alternatives to be evaluated in the Draft Environmental Impact Statement (DEIS). These concurrence points are sequential, each one building upon and consistent with previous concurrences. However, the NEPA/404 signatory agencies may agree to bundle concurrence points for purposes of review.

We recognize the importance of this project to FHWA and PCTPA. In that regard, we want to take this opportunity to alert you to potential environmental issues that may arise later in the Tier 1 or Tier 2 process, and encourage you to address them as early as possible in your planning. To assist you in your development of the upcoming concurrence points and the DEIS, we are providing the following recommendations.

Criteria for Selection of the Range of Alternatives

Pursuant to the CWA Section 404 and the April 12, 2004 NEPA/404 modification, we recommend FHWA include selection criteria that incorporate CWA Section 404 requirements. The criteria should address not only direct impacts, but also secondary and cumulative impacts on the aquatic ecosystem, as these impacts can be even greater than the direct impacts of a new roadway in a developing rural landscape. It would also be appropriate to consider environmental criteria such as minimizing habitat fragmentation or alteration of hydrological processes.

Range of Alternatives

Analyzing a reasonable range of alternatives is required by regulations implementing NEPA and consistent with Section 404 of the Clean Water Act. We recognize that a Tier 1 project does not require a CWA Section 404 permit. However, the subsequent Tier 2 project could adversely affect waters of the United States (waters) including wetlands and require a CWA Section 404 individual permit from the Corps. The Federal Guidelines (Guidelines) promulgated under CWA Section 404(b)(1) require the selection of the LEDPA before a permit applicant can discharge dredged or fill material into jurisdictional waters. For non-water dependent uses, the Guidelines presume the existence of a practicable alternative that does not impact special aquatic sites (e.g., wetlands), and it is incumbent on the project proponent to rebut this presumption.

It is critical that CWA Section 404 permit requirements are anticipated at Tier 1 so that practicable alternatives with less impacts are not eliminated during the Tier 1 NEPA review. Therefore, we recommend that FHWA and PCTPA evaluate alternatives that avoid and minimize damage to aquatic resources (“avoidance alternatives”), including alternatives that utilize and upgrade existing transportation corridors. For example, avoidance alternatives may include upgrading existing roads, a non-freeway facility, a shorter parkway alternative, transit corridors and associated “transit villages,” a transportation system management alternative, or a combination of these alternatives.

We recommend pursuing an integrated approach to formulating avoidance alternatives that involves municipal agencies, resource agencies, and non-governmental organizations. Working with municipal agencies that control local and regional land-use decisions is essential to developing alternatives that minimize adverse environmental impacts and provide durable solutions to transportation problems.

Regional Land Use Development Context

The study area is expected to undergo extensive land use changes. Planned and proposed uses include residential developments, two universities, commercial/industrial developments, transportation improvements, and conservation efforts. As we discussed in our interagency meeting held January 25, 2005, the DEIS should describe and evaluate the proposed transportation facility in the context of reasonably foreseeable land use changes in western Placer County. For example, FHWA and PCTPA should consider the relationship of the proposed transportation facility to the County’s General Plan update, the West Roseville Specific Plan (and the annexation of Westpark/Fiddymont), the State’s proposed Lincoln Bypass project for SR-65, and the Federal *Draft Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon*.

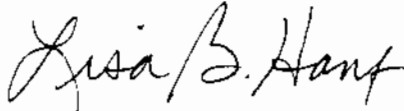
Mitigation Challenges

EPA anticipates that building a new alignment on the undeveloped landscape of southwestern Placer County and south Sutter County may cause or contribute to significant degradation of the aquatic ecosystem (e.g., vernal pools, riparian systems). We believe it will become increasingly difficult to identify and obtain land for CWA Section 404 mitigation in or near the study area. Already, Caltrans and private developers have reported to the EPA a shortage of available mitigation opportunities in Placer County to compensate for the unavoidable impacts of pending projects. We understand there are similar mitigation constraints in the adjacent counties of Butte and Sacramento, and “exporting” the compensatory mitigation for projects within Placer County might be opposed by the municipalities. Further, the project proponents would need to demonstrate to the federal regulatory agencies that off-site mitigation would be appropriate. We encourage FHWA and PCTPA to do everything possible to avoid and minimize potentially adverse impacts at Tier 1 to ensure streamlined permitting at Tier 2.

We appreciate the collaborative process that FHWA and PCTPA have established for this project. We are committed to continuing to work with you in that spirit, and look forward to discussing the next steps in the process at our next meeting. If you have any questions, please

contact Nancy Levin of my staff at 415-972-3848 or levin.nancy@epa.gov or Erin Foresman of EPA's Wetlands Regulatory Office at 415-972-3396 or foresman.erin@epa.gov.

Sincerely,



Lisa B. Hanf, Manager
Federal Activities Office

Enclosures

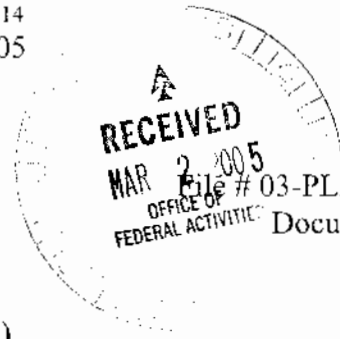
1. Purpose and Need Statement – Concurrence Version – Placer Parkway Corridor Preservation Tier 1 EIS/EIR – February 16, 2005
2. Modification of the “National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU)” for application to the Placer Parkway Corridor Preservation Project (April 12, 2004).

cc: Tom Cavanaugh, U.S. Army Corps of Engineers
Celia McAdam, Placer County Transportation Planning Agency
John Webb, Caltrans North Region
Steve Probst, Caltrans Local Assistance
Ken Sanchez, U.S. Fish and Wildlife Service
Michael Aceituno, National Oceanic and Atmospheric Administration Fisheries



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
February 25, 2005

004251



IN REPLY REFER TO
HDA-CA
03-PLA-PARKWAY
Document # P51928

Ms. Lisa Hanf, Chief Federal Activities Office (CMD-2)
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105-3901

Dear Ms. Hanf:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the Placer County Transportation Agency (PCPTA) are requesting your concurrence of the purpose and need Statement for the Placer Parkway in Placer County, as part of the NEPA/Section 404 Memorandum of Understanding with the FHWA, the Department, U.S. Army Corps of Engineers, Environmental Protection Agency and U.S. Fish and Wildlife Service.

The enclosed Purpose and Need statement is intended to be included in the Environmental Impact Statement/Environmental Impact Report for circulation to the public. The Purpose and Need statement dated February 16, 2005 was revised to address federal resource agency comments last dated February 1, 2005, as discussed at the Placer Parkway Coordination Meeting of January 25, 2005. Based on the comments received to the February 16, 2005 communication, the FHWA requests final concurrence from your agency on the Purpose and Need statement.

The FHWA, Caltrans, and PCPTA greatly appreciate your ongoing involvement in the Placer Parkway Corridor project. Following your formal agreement on the Purpose and Need, we look forward to working with you in the development of criteria for project alternative selection, and subsequently, the development and an analysis of project alternatives.

Sincerely,

For
Gene K. Fong
Division Administrator

Enclosure



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

September 6, 2006

Regulatory Branch (200500470)

Gene K. Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall Suite 1-400
Sacramento, California 95814

Dear Mr. Fong:

We are writing in response to your letter of January 18, 2006 requesting concurrence on the range of alternatives for the above-referenced project. This request is pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU) as modified for the Tier 1 Placer Parkway Corridor Preservation Project (April 12, 2004).

We concur with the range of alternatives (Five Recommended Corridor Alignment Alternatives and the No-Build Alternative) as described in the January 18, 2006 letter. All of the five build alternatives extend east from SR 70/99 in South Sutter County and run south of Pleasant Grove Creek, crossing the Creek at east end of the future City of Roseville Retention Basin, and extending to SR 65 at Whitney Boulevard in Placer County.

Please refer to identification number 200500470 in any correspondence concerning this project. If you have any questions, please contact Tom Cavanaugh at our Sacramento Valley Office, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email Thomas.J.Cavanaugh@usace.army.mil, or telephone 916-557-5261. You may also use our website: www.spk.usace.army.mil/regulatory.html.

Sincerely,

ORIGINAL SIGNED

Thomas J. Cavanaugh
Chief, Sacramento Valley Office

Copies Furnished:

- ✓ John Webb, Caltrans North Region, 2389 Gateway Oaks Drive, Suite 100, Sacramento, California 95833
- Ken Sanchez, U.S. Fish and Wildlife Service, 2800 Cottage Way, Suite W-2605, Sacramento, California 95825
- Tim Vendlinski, U.S. Environmental Protection Agency, 75 Hawthorne Street, San Francisco, California 94105-3901

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

**PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR
FEBRUARY 16, 2005**

CHAPTER 2 – PROJECT PURPOSE AND NEED

2.0 PURPOSE OF AND NEED FOR THE PROPOSED PROJECT

2.1 Purpose

The goal of the Tier 1 phase of the proposed Placer Parkway project is to preserve a right-of-way for a proposed transportation facility that contributes to the ultimate project purpose. The ultimate purpose of the proposed Placer Parkway project is to reduce anticipated congestion on the local and regional transportation system and advance economic development goals in southwestern Placer County and south Sutter County.

The Placer Parkway's objectives are:

2.1.1 Preserving Right-of-Way

The purpose of the proposed action is to preserve right-of-way for a new or upgraded east-west connector between SR-65 and SR-70/99 serving cities and unincorporated areas across southwestern Placer County and south Sutter County. Planned and proposed development in the project vicinity has been accelerating over the last few years, and opportunities for building a new or upgraded connector may be lost unless action is taken now to preserve right-of-way for project construction.

2.1.2 Responding to Existing and Anticipated Travel Demand

The proposed Placer Parkway would be designed to reduce pressure on the existing transportation network and to address anticipated future congestion on the local roadway system in southwestern Placer County and south Sutter County. The proposed project would be designed to reduce total vehicle hours traveled (VHT) during the morning and evening peak commute periods (i.e., 6 to 9 AM and 3 to 6 PM), reduce the amount (VMT) and duration of travel that is spent in congested conditions in Southwestern Placer County, and improve travel times between the SR 65 corridor and SR 70/99 by maintaining a travel speed at or near the free flow speed of the Parkway, which on a freeway reflects LOS C to D conditions.¹

¹ Free flow speed and LOS C and D conditions on a freeway do not preclude an alternative based on: expanding existing roads, a non-freeway facility, a Transportation System Management (TSM) alternative, a shorter Parkway Alternative, or a combination of the aforementioned.

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

**PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR
FEBRUARY 16, 2005**

2.1.3 Providing Access to the Regional Transportation System in Areas Planned or Projected for Job Growth

Placer Parkway would be designed to improve regional accessibility for businesses and jobs in the project vicinity including access to SR 70/99 and the I-5 corridor in northern Sacramento County including access to the Sacramento airport. With its controlled access, an objective of the proposed transportation facility would be to strike a balance among advancing planned job growth along the SR-65 and SR-70/99 corridors, avoiding urban growth inducement in areas not designated for development, and helping to preserve the rural character of southwestern Placer County and south Sutter County.

2.2 NEED

The needs for the proposed project are discussed below. The ordering of the specific needs is not intended to imply a prioritization or order of importance.

2.2.1 Need to Preserve Right-of-Way

The project vicinity includes some of the fastest growing communities in the Sacramento Metropolitan region -- Roseville, Rocklin, Lincoln and the Sunset Industrial Area. SACOG projects that the population in southwestern Placer County will nearly double between 2000 and 2025. Employment in the SR-65 high-technology corridor is expected to grow even faster than population. The anticipated development to support this increased population and employment will dramatically increase travel demand over the next 20 years and beyond.

The study area is under intense development pressure. Cities and counties are processing development applications and approving entitlement of new land uses in the study area. This is an ongoing process and the future of proposed land uses in the study area is not yet certain. However, given the ongoing environmental review of existing applications (including the Placer Vineyards Specific Plan and the West Roseville Specific Plan and Sphere of Influence Annexation Area), the number of recent applications or pre-application submittals, and interest by the development community, it is apparent that it will become increasingly difficult and expensive to identify an appropriate corridor as a solution that meets the ultimate purpose of the proposed project. Failure to preserve a corridor as soon as feasible would risk losing the

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

PLACER PARKWAY CORRIDOR PRESERVATION TIER I EIS/EIR
FEBRUARY 16, 2005

opportunity to reduce environmental impacts and costs.

2.2.2 Travel Demand and Anticipated Congestion

Population Growth

Growth in population in southwestern Placer County, northern Sacramento County and south Sutter County will influence travel demand in the project vicinity. The project vicinity includes some of the fastest growing communities in the Sacramento region – Roseville, Rocklin, Lincoln and the Sunset Industrial Area. SACOG projects that the population in southwestern Placer County will nearly double between 2000 and 2025.

The anticipated population in the region will dramatically increase travel demands in southwestern Placer County and south Sutter County over the next 20 years and beyond. The jurisdictions in southwestern Placer County have developed Capital Improvement Programs (funded by development fees) that would maintain a high level of service on their local roadway systems. However, limited improvements are programmed for the regional roadway system and travel speeds/travel times from Placer County to both Sacramento and Sutter counties are projected to deteriorate over the next 20 years, even with improvements to local roadways already identified in local general plans.

Job Growth and Goods Movement

The I-80 corridor is the major trans-Sierra roadway in northern California accommodating the movement of goods and services. Goods and services are moved to and through the project area at a growing rate using three primary modes of transportation: road, air, and rail. The combined increase of vehicles used for the movement of goods and services as well as passenger vehicles has lead to increased congestion, which in turn decreases in travel times in the project area and competition for roadway capacity.

When the travel forecast model is completed, this information will be augmented with data to support this need. For now, note:

Current (2001) truck volumes and percentages:

> SR 65 north of I-80 – 9,060 trucks out of 60,000 total volume (15.1%)

> I-80 at Placer/Sacramento County line – 8,700 trucks out of 145,000 total volume (6%)

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

**PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR
FEBRUARY 16, 2005**

Congestion on the regional roadways connecting Placer County with Sutter and Sacramento counties will adversely impact access to jobs. The projected increase in travel times will affect the movement of goods and people, and will have an impact on the region's economy. By 2025, SACOG estimates that total employment in southwestern Placer County (172,000 employees) will exceed total employment in downtown Sacramento (154,000 employees). The high-technology industry in the SR-65 corridor, plus development of Sutter County's industrial/commercial reserve area, requires dependable access to airports to move high-value/time-critical freight. Thus, direct and convenient access and reliable travel times to both the Sacramento International Airport and the Lincoln Regional Airport are very important to this growing regional job center.

Modification of the "National Environmental Policy Act/Clean Water Act
Section 404 Integration Process for Surface Transportation Projects
Memorandum of Understanding (NEPA/404 MOU)"¹
for application to
the Placer Parkway Corridor Preservation Project
April 12, 2004

The NEPA/404 MOU integrates requirements of the Clean Water Act Section 404 permit process into the NEPA environmental review. This integration facilitates the preparation of the Section 404 permit application at the end of the NEPA process. While a Tier 1 evaluation will not result in a Section 404 permit application, the associated Tier 2 project will require a permit. Therefore, the NEPA/404 process is modified for Tier 1 to reflect decisions made at Tier 1, and to anticipate the permit application requirements at Tier 2. The NEPA/404 process for Tier 2 will follow the standard procedure outlined in Appendix A of the NEPA/404 MOU.

The goal of the modified NEPA/404 process for Tier 1 is to ensure that Tier 1 decisions reflect careful consideration of the 404(b)(1) Guidelines (40 CFR 230), which are binding, substantive regulations implementing the Clean Water Act. The Guidelines should be addressed as early as possible in the Tier 1 NEPA evaluation to eliminate the need to revisit decisions in Tier 2 that might otherwise conflict with 404 permit requirements.

The Tier 1 (modified) and Tier 2 (standard) NEPA/404 processes are similar in many respects. Both Tier 1 and Tier 2 NEPA/404 include five concurrence points². The main difference between Tier 1 and Tier 2 NEPA/404 processes are the last two concurrence points. In Tier 2, the project proponent seeks agency concurrence on the "least environmentally damaging practicable alternative"(LEDPA) and the conceptual mitigation plan for the LEDPA. In Tier 1, however, the project proponent seeks agency concurrence on the alternative (corridor) *most likely to contain the LEDPA*, and on the *general framework* for mitigation. All other elements of the standard NEPA/404 process apply, unless otherwise indicated.

The Tier 1 modified NEPA/404 process includes five concurrence points:

1. Purpose and Need
2. Criteria for Selecting the Range of Alternatives
3. Range of Alternatives
4. Alternative(s) most likely to contain the LEDPA
5. Mitigation Framework

¹Signed by Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Transportation, Arizona Department of Transportation, Nevada Department of Transportation (1993).

²Concurrence/Non-Concurrence is described in Section VI of the NEPA/404 MOU.

These concurrence points are sequential, each one building upon and consistent with previous concurrences. Concurrence points #1 to #3 occur prior to completion of the Tier 1 Draft EIS. Concurrence points #4 and #5 occur prior to completion of the Tier 1 Final EIS. The NEPA/404 signatory agencies may agree to bundle concurrence points for purposes of review.

Concurrence Point #1: Purpose and Need

The Council on Environmental Quality regulations implementing NEPA call for a statement of purpose and need (40 CFR 1502.13). The Section 404(b)(1) Guidelines include a basic purpose (40 CFR 230.10(a)(3)) and an overall project purpose (40 CFR 230.10(a)(2)). For NEPA/404 integration, one statement of purpose and need should be developed to meet all requirements.

The NEPA purpose and need statement briefly specifies the underlying purpose and need of the proposed project. The NEPA document should explain the project need, and demonstrate the project's logical termini and independent utility.

The Section 404(b)(1) Guidelines basic purpose is a brief statement that assists regulators in determining whether a project is water-dependent. The overall project purpose is an elaboration of the basic purpose, and provides a more specific description of the purpose and need for the project.³ The overall project purpose should be broad enough to allow for an appropriate range of alternatives that avoid special aquatic sites, as defined in the Section 404 (b)(1) Guidelines (40 CFR 230 Subpart E). "Avoidance alternatives" could include alternatives that do not require securing a new right-of-way, maximize use of existing infrastructure, implement congestion pricing, or adjust the project study area to include alignments that impact fewer aquatic resources.

Concurrence Point #2: Criteria for Selecting the Range of Alternatives

The project sponsor develops criteria for selecting a reasonable range of alternatives. If the number of potential alternatives generated is very large, only a reasonable number of examples, covering the full spectrum of alternatives, must be analyzed and compared in the EIS.⁴ The criteria can be used to screen out or narrow the range of alternatives that will be carried forward for analysis in the Draft EIS. For NEPA/404 MOU projects, environmental criteria should be applied so that each alternative can be ranked based on its impact to the aquatic ecosystem.

Two types of screening criteria that can be effective for Tier 1 decision making are "project purpose" and "fatal flaw" analyses. Under the Clean Water Act Section 404 (b)(1) Guidelines, an alternative may be eliminated from consideration in the Draft EIS if it does not meet the project purpose. Fatal flaws are unavoidable or unmitigatable impacts associated with an alternative that are so great that the project could never go forward.

³For a discussion of basic purpose and overall project purpose, see Yocom, T.G., R.A. Leidy, and C.A. Morris. 1989. "Wetlands Protection Through Impact Avoidance: A Discussion of the 404(b)(1) Alternatives Analysis." *Wetlands*. Vol 9, No. 2, pages 283-297.

⁴Council on Environmental Quality's Questions and Answers about the NEPA Regulations, Question 1.b. (1981)

Concurrence Point #3: Range of Alternatives

The Range of Alternatives includes those alternatives that will be evaluated in the Draft EIS. For NEPA/404 projects, the range should include alternatives that avoid and minimize impacts to waters of the U.S. to the greatest extent possible. The range can include reasonable alternatives not within the jurisdiction of the lead agency, and a no-action alternative (40 CFR 1502.14 (c) and (d)).

— Tier 1 DEIS Circulation and Public Comment Period —

Concurrence Point #4: Alternative(s) most likely to contain the LEDPA

The U.S. Army Corps of Engineers cannot grant a CWA Section 404 permit to a Tier 2 preferred alternative that is not the LEDPA. Therefore, it is critical that any alternative likely to contain the LEDPA is not prematurely eliminated during the Tier 1 NEPA review. Although a Tier 1 landscape-level analysis may provide enough information to eliminate alternatives that would clearly have the *greatest* environmental impacts, the analysis may not be detailed enough to identify with certainty a *single* alternative that is likely to contain the LEDPA. If the Tier 1 analysis indicates that there are several alternatives likely to contain the LEDPA, and the lead agency does not want to prematurely eliminate any alternative likely to contain the LEDPA, then all of the alternatives likely to contain the LEDPA should be carried forward to Tier 2.

However, the lead agency can attempt to further narrow the range of alternatives likely to contain the LEDPA by performing additional analysis in Tier 1. Analytical tools could include:

- functional assessment of aquatic resources,
- photo-interpretation of aerial photos,
- spot surveys,
- delineations in selected areas of special significance,
- full delineation of waters of the U.S., or
- geo-referenced data points from delineations done for this or other projects.

If the lead agency chooses to eliminate in Tier 1 any alternative(s) likely to contain the LEDPA, there is a risk that the eliminated alternative(s) may need to be revisited in Tier 2.

Concurrence Point #5 – Mitigation Framework

The Tier 1 mitigation framework will describe in general terms the processes that the project sponsor will use to maximize opportunities for successful mitigation, including long-term mitigation and management of resources. The framework should identify:

1. Mitigation options available for creation, restoration, enhancement and preservation of aquatic resources (e.g., land dedication, acquisition of conservation easements, in lieu fees for acquisition, mitigation banks), and potential mitigation sites.

2. Opportunities to build upon existing or planned conservation efforts of other agencies and non-governmental organizations for the purposes of protecting and restoring large, intact landscapes.
3. Institutions and instruments for long-term management of mitigation sites.

— *Tier 1 FEIS Circulation. Agency Comment Period. Tier 1 Record of Decision.* —

Note: It is presumed that the Tier 2 project will follow the standard NEPA/404 MOU process.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

October 12, 2005

Regulatory Branch (200500470)

Leland Dong
Senior Transportation Engineer
Federal Highway Administration
650 Capitol Mall Suite 1-400
Sacramento, CA 95814

Dear Mr. Dong:

We are writing in response to your letter of February 25, 2005 requesting Corps of Engineers' concurrence on the Purpose and Need statement for the Tier I Placer Parkway Corridor Preservation project. This request is pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA 404 MOU) as modified for the Tier 1 Placer Parkway Corridor Preservation Project (April 12, 2004).

The Corps of Engineers concurs with the Purpose and Need Statement - Concurrence Version (February 16, 2005). The brief project purpose (Section 2.1) reads:

"The goal of the Tier 1 phase of the proposed Placer Parkway project is to preserve a right-of-way for a proposed transportation facility that contributes to the ultimate project purpose. The ultimate purpose of the proposed Placer Parkway project is to reduce anticipated congestion on the local and regional transportation system and advance economic development goals in southwestern Placer County and south Sutter County."

Additionally, we are responding to your letter of June 6, 2005 requesting Corps of Engineers concurrence on the criteria for selecting the range of alternatives for the above-referenced project.

The Corps of Engineers concurs with the Criteria for Selecting the Range of Alternatives (May 19, 2005). The criteria read as follows:

"The following criteria will determine the reasonable range of alternatives to advance to the DEIS/EIR. The range of alternatives can include both new roadway and non-roadway transportation solutions, e.g., expanding existing roads, a nonfreeway facility, a Transportation System Management (TSM) alternative, a shorter Parkway Alternative, or a combination of the aforementioned. Alternatives that are not consistent with this list of criteria should not be advanced to the DEIS/EIR for evaluation.

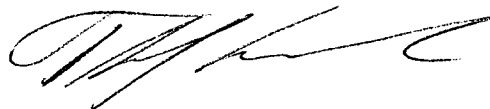
1. Meets the Project Purpose.
2. Avoids or minimizes growth inducement in environmentally sensitive areas.
3. Avoids or minimizes direct, secondary, and cumulative impacts to jurisdictional waters of the U.S., including wetlands.
4. Avoids or minimizes effects to Section 4(f) resources.
5. Is consistent with the intent of the objectives of the Placer County Conservation Plan.

Modification of the "National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA 404 MOU)" for application to the Placer Parkway Corridor Preservation Project (April 12, 2004).

The next step in the NEPA 404 MOD process is for FHWA to request concurrence from EPA and the U.S. Army Corps of Engineers on the range of alternatives for this project" We appreciate the collaborative process that FHWA, Caltrans, and PCTPA have established for this project. We are committed to continuing to work with you in that spirit, and look forward to discussing the next steps in the process at our next meeting.

Please refer to identification number 200500470 in any correspondence concerning this project. If you have any questions, please contact Tom Cavanaugh at our Sacramento Valley Office, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email Thomas.J.Cavanaugh@usace.army.mil, or telephone 916-557-5261. You may also use our website: www.spk.usace.army.mil/regulatory.html.

Sincerely,



Thomas J. Cavanaugh
Chief, Sacramento Valley Office

Copies Furnished:

John Webb, Caltrans North Region, 2389 Gateway Oaks Drive, Suite 100, Sacramento, California 95833

Ken Sanchez, U.S. Fish and Wildlife Service, 2800 Cottage Way, Suite W-2605, Sacramento, California 95825

Tim Vendlinski, U.S. Environmental Protection Agency, 75 Hawthorne Street, San Francisco, California 94105-3901



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street

San Francisco, CA 94105-3901

July 12, 2005

Gene K. Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall Suite 1-400
Sacramento, CA 95814

Subject: Concurrence on the Criteria for Selecting the Range of Alternatives for the Tier 1 Placer Parkway Corridor Preservation Project in Placer County, California

Dear Mr. Fong:

We are writing in response to your letter of June 6, 2005 requesting EPA's concurrence on the criteria for selecting the range of alternatives for the above-referenced project. This request is pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU) as modified for the Tier 1 Placer Parkway Corridor Preservation Project (April 12, 2004)¹.

EPA concurs with the attached *Criteria for Selecting the Range of Alternatives (May 19, 2005)*. We appreciate the responsiveness of the Federal Highway Administration (FHWA), Caltrans, and the Placer County Transportation Planning Agency (PCTPA) to EPA's concerns with the selection criteria. The criteria read as follows:

"The following criteria will determine the reasonable range of alternatives to advance to the DEIS/EIR. The range of alternatives can include both new roadway and non-roadway transportation solutions, e.g., expanding existing roads, a non-freeway facility, a Transportation System Management (TSM) alternative, a shorter Parkway Alternative, or a combination of the aforementioned. Alternatives that are not consistent with this list of criteria should not be advanced to the DEIS/EIR for evaluation.

1. Meets the Project Purpose.
2. Avoids or minimizes growth inducement in environmentally sensitive areas.
3. Avoids or minimizes direct, secondary, and cumulative impacts to jurisdictional waters of the U.S., including wetlands.
4. Avoids or minimizes effects to Section 4(f) resources.
5. Is consistent with the intent of the objectives of the Placer County Conservation Plan.

¹Modification of the "National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU)" for application to the Placer Parkway Corridor Preservation Project (April 12, 2004).

The next step in the NEPA/404 MOU process is for FHWA to request concurrence from EPA and the U.S. Army Corps of Engineers on the range of alternatives for this project. We appreciate the collaborative process that FHWA, Caltrans, and PCTPA have established for this project. We are committed to continuing to work with you in that spirit, and look forward to discussing the next steps in the process at our next meeting.

If you have any questions, please contact Nancy Levin of my staff at 415-972-3848 or levin.nancy@epa.gov or Erin Foresman of EPA's Wetlands Regulatory Office at 415-972-3396 or foresman.erin@epa.gov.

Sincerely,



Nova Blazej, Acting Manager
Environmental Review Office

Enclosure

Federal Highway Administration letter, June 6, 2005

cc: John Webb, Caltrans North Region
Tom Cavanaugh, U.S. Army Corps of Engineers
Celia McAdam, Placer County Transportation Planning Agency
Ken Sanchez, U.S. Fish and Wildlife Service
Michael Aceituno, National Oceanic and Atmospheric Administration Fisheries



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
June 6, 2005

004251

IN REPLY REFER TO
HDA-CA
File # 03-Pla-CR
Placer Parkway
Document # P52636

Nova Blazej, Federal Activities Office (CMD-2)
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105-3901

Attention: Ms. Nancy Levin

Dear Ms. Nova Blazej:



The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the Placer County Transportation Agency (PCPTA) are requesting your concurrence of the criteria for selecting the range of alternatives for the Placer Parkway in Placer County, as part of the NEPA/Section 404 Memorandum of Understanding with the FHWA, Caltrans, the U.S. Army Corps of Engineers, the Environmental Protection Agency and the U.S. Fish and Wildlife Service.

The criteria for selecting the range of alternatives is intended to be included in the Environmental Impact Statement/Environmental Impact Report for circulation to the public. The criteria were revised to address federal resource agency comments, as discussed at the Placer Parkway Coordination Meeting of May 18, 2005. The final Criteria For Selecting the Range of Alternatives, Concurrence Point #2, were attached to an e-mail from Stan Tidman on May 19, 2005, and are also attached to this letter.

Based on the comments and verbal agreement reached at the May 18 meeting, the FHWA requests final concurrence from your agency on the criteria for selecting the range of alternatives. The FHWA, Caltrans, and PCPTA greatly appreciate your ongoing involvement in the Placer Parkway Corridor project. Following your formal agreement on the criteria for selecting the range of alternatives, we look forward to working with you in the development of project alternatives.

Sincerely,

For
Gene K. Fong
Division Administrator

Enclosure



cc: w/Enclosure (by E-mail)
Jay Norvell, CT – HQ
Terry Abbott, CT – HQ
Germaine Belanger, CT – HQ
Katrina Pierce, CT – D-3
John Webb, CT – D-3
Japtej Gill, CT – D-3
Steve Probst, CT – D-3
Pat McAchren, CT – D-3
Celia McAdam, PCTPA
Stan Tidman, PCTPA
Leland Dong
Gary Sweeten

GSweeten/kmo

CRITERIA FOR SELECTING THE RANGE OF ALTERNATIVES**CONCURRENCE POINT #2****PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR**

MAY 19, 2005

The following criteria will determine the reasonable range of alternatives to advance to the DEIS/EIR. The range of alternatives can include both new roadway and non-roadway transportation solutions, e.g. expanding existing roads, a non-freeway facility, a Transportation System Management (TSM) alternative, a shorter Parkway Alternative, or a combination of the aforementioned. Alternatives that are not consistent with this list of criteria should not be advanced to the DEIS/EIR for evaluation.

1. Meets the Project Purpose.
2. Avoids or minimizes growth inducement in environmentally sensitive areas.
3. Avoids or minimizes direct, secondary, and cumulative impacts to jurisdictional waters of the U.S. including wetlands.
4. Avoids or minimizes effects to Section 4(f) resources.
5. Is consistent with the intent of the objectives of the Placer County Conservation Plan.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

February 16, 2006

Gene K. Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall Suite 1-400
Sacramento, CA 95814

Subject: Concurrence on the Range of Alternatives for the Tier 1 Placer Parkway Corridor Preservation Project in Placer County, California

Dear Mr. Fong:

We are writing in response to your letter of January 18, 2006 requesting EPA's concurrence on the range of alternatives for the above-referenced project. This request is pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU) as modified for the Tier 1 Placer Parkway Corridor Preservation Project (April 12, 2004).¹

EPA concurs with the range of alternatives ("Five Recommended Corridor Alignment Alternatives" and the No-Build Alternative) as described in the January 18, 2006 letter. All of the five build alternatives extend east from SR 70/99 in South Sutter County and run south of Pleasant Grove Creek, crossing the Creek at east end of the future City of Roseville Retention Basin, and extending to SR 65 at Whitney Boulevard in Placer County.

We also commend the Federal Highway Administration's (FHWA) commitment, as expressed in your letter and prior interagency meetings, to incorporate into each alternative various measures to avoid and minimize direct and indirect (including growth-inducing) impacts to aquatic resources and other natural resources. These measures include: restricting access in the seven-mile segment between Fiddymont Road and Pleasant Grove Road to one potential connection at a future Watt Avenue extension or another road nearby; spanning Pleasant Grove Creek; and creating a no-development buffer zone that uses multiple tools to protect resources from induced growth. Such concepts, as outlined in your letter, include a buffer policy with land-use controls, land leases, general plans, zoning/overlay zoning, covenants/deed restrictions, conservation easements and urban growth boundaries.

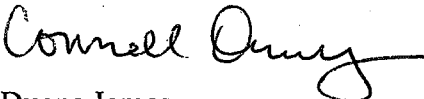
¹Modification of the "National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU)" for application to the Placer Parkway Corridor Preservation Project (April 12, 2004).

We also support FHWA's decision, as described in your letter, to include a "Land Use and Policy Scenario" in the Draft Environmental Impact Statement (EIS). This "Land Use and Policy Scenario" would analyze how future transportation demand could be met in the area by changing land use and policy assumptions. The goal of the evaluation is to disclose to decision makers and the public how land-use, transportation policy, and "smart-growth" tools could be used, in combination with increased transit and transportation system management tools, to lower vehicle miles traveled (VMT) so that future transportation needs could be met without a new freeway.

Finally, we appreciate the collaborative process that FHWA, Caltrans, and the Placer County Transportation Planning Agency (PCTPA) have established for this project, and your agency's responsiveness to EPA's concerns regarding the range of alternatives for this project.

We look forward to reviewing the Draft EIS and to continued participation through the NEPA/404 process. When the Draft EIS is released for public review, please send two copies to the address above (mail code: CED-2). If you have any questions, please contact me at 415-972-3988 or Nancy Levin, the lead reviewer for this project. Nancy can be reached at 415-972-3848 or levin.nancy@epa.gov.

Sincerely,


for Duane James
Environmental Review Office

Enclosure

Federal Highway Administration letter, January 18, 2006

cc: John Webb, Caltrans North Region
Tom Cavanaugh, U.S. Army Corps of Engineers
Celia McAdam, Placer County Transportation Planning Agency
Ken Sanchez, U.S. Fish and Wildlife Service
John C. Baker, NOAA Fisheries
Jeffrey Finn, California Department of Fish and Game

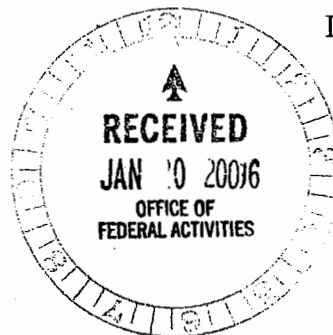


U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
January 18, 2006

004251

IN REPLY REFER TO
HDA-CA
File # Placer pkwy
Document # P53794

Nova Blazej, Federal Activities Office (CMD-2)
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105-3901



Attention: Ms. Nancy Levin

Dear Ms. Blazej:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the Placer County Transportation Agency (PCTPA) are requesting your concurrence on the range of alternatives for the Placer Parkway in Placer County, as part of the NEPA/Section 404 Memorandum of Understanding with the FHWA, Caltrans, the U.S. Army Corps of Engineers, the Environmental Protection Agency and the U.S. Fish and Wildlife Service.

The range of alternatives is intended to be included in the Environmental Impact Statement/Environmental Impact Report for circulation to the public.

These discussions were initiated at the June 28, 2005 meeting, after concurrence was reached on (1) Purpose and Need and (2) Criteria to be Used for Selecting the Range of Alternatives.

The range of alternatives to be studied in the Draft EIS/EIR includes the five build alternatives approved by the South Placer Regional Transportation Authority (SPRTA) Board plus the No Build Alternative. The build alternatives are shown on the attached Figure, entitled Five Recommended Corridor Alignment Alternatives, dated October 24, 2005.

- (a) Alternative 1 – the “Red Alternative”: Extending from SR 70/99 approximately 1/2 mile north of Riego Road, east approximately one mile north of Baseline Road to approximately Watt Avenue, proceeding north and transitioning in an easterly direction at the future City of Roseville Retention Basin, then in an easterly direction connecting to SR 65 at Whitney Boulevard.
- (b) Alternative 2 – the “Orange Alternative”: Extending from SR 70/99 approximately 1/2 mile north of Riego Road to an area between Pleasant Grove Road and Locust Road, where it would proceed northeast to the future City of Roseville Retention Basin, then in an easterly direction connecting to SR 65 at Whitney Boulevard.



- (c) Alternative 3 – the “Blue Alternative”: Extending from SR 70/99 approximately 1/2 mile north of Riego Road to an area between Pleasant Grove Road and Locust Road, where it would proceed north along the Sutter/Placer County Line, transitioning to an easterly direction approximately one-half mile south of the future City of Roseville Retention Basin, north past the basin and then east, connecting to SR 65 at Whitney Boulevard.
- (d) Alternative 4 – the “Yellow Alternative”: Extending from SR 70/99 at the current Sankey Road/SR 70/99 intersection, proceeding east and northeast, transitioning to an easterly direction approximately one-half mile south of the future City of Roseville Retention Basin, north past the basin and then east, connecting to SR 65 at Whitney Boulevard.
- (e) Alternative 5 – the “Green Alternative”: Extending from SR 70/99 at the current Sankey Road/SR 70/99 intersection, proceeding east and northeast, transitioning to an easterly direction just south of the future City of Roseville Retention Basin, north past the basin and then east, connecting to SR 65 at Whitney Boulevard.

In addition, all build alternatives will include the following concepts to avoid and minimize direct and indirect impacts to aquatic resources and other natural resources:

1. Implement the following goals and policies identified for the project:
 - Do not allow access in areas currently designated for agricultural uses;
 - Restrict access in the seven-mile segment between Fiddymont Road and Pleasant Grove Road to one potential connection to a future extension of Watt Avenue or another nearby roadway extension;
 - Create a no-development buffer zone along the Parkway, ranging from 500 feet in the western and eastern segment to 1000 feet in the central segment; and,
 - Buy agricultural/conservation easements in areas along the Parkway to prevent development within the buffer zone.
2. Project proponents will be working toward implementing the buffer policy, including such potential concepts as land use controls, land leases, general plans, zoning/overlay zoning, covenants/deed restrictions, conservation easements, urban growth boundaries.
3. Span Pleasant Grove Creek.
4. Use Best Management Policies (BMP) to avoid and minimize environmental impacts.

Finally, the Draft EIS/EIR will include a “Land Use and Policy Scenario” that analyzes how the future transportation demand could be met without building a new freeway, but rather by changing land use and policy assumptions. The goal of the evaluation is to disclose to decision makers and the public how land use, policy, and “smart-growth” tools could be used, in

combination with increased transit and transportation system management tools, to lower VMT enough so that a new freeway would not be necessary. This analysis will not be an alternative for purposes of NEPA and CEQA analysis.

The analysis will describe and incorporate all feasible tools to meet anticipated demand without a new freeway, even those that are outside the authority of the project sponsors or would require actions by municipalities or decision makers outside the Placer Parkway study area. Some of these tools are used in the Sacramento Region Blueprint Transportation and Land Use Study (2005), and the "Modeling Long-Range Transportation and Land Use Scenarios for the Sacramento Region, Using Citizen Generate Policies" Report to the Mineta Foundation (Johnston, Gao, and Clay 2004). They include pricing mechanisms such as parking fees and congestion pricing; mode shifts from auto to transit/biking/walking, establishing strong urban growth boundaries, and increasing land use densities.

The FHWA, Caltrans, and PCTPA greatly appreciate your ongoing involvement in the Placer Parkway Corridor project. Following your formal agreement on the range of alternatives for this project, we will prepare the Draft EIS/EIR for circulation and public review.

Sincerely,



For
Gene K. Fong
Division Administrator

Enclosure

cc: (E-mail) (w/Enclosure)
Jay Norvell, Caltrans
Terry Abbott, Caltrans
Germaine Belanger, Caltrans
Katrina Pierce, Caltrans
John Webb, Caltrans
Japtej Gill, Caltrans
Steve Propst, Caltrans
Pat McAchren, Caltrans
Celia McAdam, PCTPA
Stan Tidman, PCTPA
Leland Dong, FHWA
Gary Sweeten, FHWA
Maiser Khaled, FHWA

**DRAFT CONCURRENCE POINTS FOR RANGE OF ALTERNATIVES
PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR**

Dated December 15, 2005

An interagency working group has been meeting to develop concurrence regarding the range of alternatives to be studied in the Tier 1 Draft EIS/EIR for the Placer Parkway Corridor Preservation Project. These discussions were initiated at the June 28, 2005 meeting, after concurrence was reached on (1) Purpose and Need and (2) Criteria to be Used for Selecting the Range of Alternatives.

Evaluation of a wide range of alternatives was a key component of the group's discussion's, because the Placer Parkway Tier 1 EIS/EIR is intended to identify a corridor where a Placer Parkway will be constructed. Prior to construction, future project-specific NEPA approval and a Clean Water Act Section 404 permit will be required. Because a Section 404 permit can only be granted for the LEDPA, the working group considered a wide range of potential alternatives to ensure that any likely LEDPAs were not eliminated at this stage. This work was undertaken to streamline the environmental review process when a Section 404 permit application is filed in the future.

The group looked at a wide range of alternatives to meet the project need, and arrived at this range of alternatives in several ways. This range included: 1) PCTPA build alternatives, 2) TSM Alternative; 3) Shorter Parkway Alternative; 4) Combined TSM/Shorter Parkway Alternative.

The PCTPA build alternatives were developed based on avoidance principles and were designed to avoid or minimize impacts to aquatic resources, consistent with the Purpose and Need and engineering constraints. For instance, potential interchanges with State Highways are dictated in part by existing interchanges and distance requirements for safety.

The group also identified potential alternatives that did not require building a new roadway, or that would reduce the length of a new roadway. These concepts included a TSM Alternative that went beyond traditional TSM measures to include widening of existing roadways, additional and more robust transit routes, and other measures that would improve traffic flow. Another concept considered was to construct a new roadway in the eastern portion of the study area that would connect to Baseline Road one-half to one mile west of Watt Avenue, and continue west as Baseline Road without the need for a new roadway from Watt Avenue to State Route 70/99. In this scenario, Baseline Road would be upgraded to a 6-lane expressway, with no driveway access and some grade-separated interchanges. Neither of these concepts met the project's Purpose and Need, resulting in LOS F levels of congestion for up to 3 hours per day. These two concepts were then combined, with robust additional transit added to the original TSM concept, combined with the shorter Parkway terminating at a Baseline Road west of Watt Avenue. This concept also resulted in LOS F levels of congestion for up to 3 hours per day.

An additional concept was then identified. The team considered what would be required to satisfy the transportation need in this corridor. In this concept, Baseline Road would be a six- to eight-lane full freeway, with two- to four-lane parallel frontage roads on both sides of the freeway to provide local access currently being provided by Baseline Road. It would include additional interchanges and additional lanes on the Riego/SR 70/99 freeway interchange ramps. It would effectively result in a new facility, since an expanded roadway and frontage roads would be required. This concept would produce

somewhat better results, but still would result in LOS F conditions along portions of Baseline/Riego Road. It would not meet the project's Purpose and Need.

To be sure the group didn't leave anything out, it looked at other ways of meeting the project need, such as changes in land use policies, densities, etc. Recognizing that this group doesn't have land use control, it was determined that such an evaluation would not result in a feasible alternative. However, the evaluation will be conducted and included in the Draft EIS/EIR to provide valuable information to policy makers regarding future land use decisions that may be made. The group was not able to identify feasible alternatives that did not involve a new roadway.

The group agreed to include the five build alternatives identified by PCTPA plus the No Build Alternative, with a commitment to construction options and resource protection as a way to meet avoidance obligations. The concurrence points are summarized below:

- 2) The range of alternatives to be studied in the Draft EIS/EIR includes the five build alternatives approved by the SPRTA Board plus the No Build Alternative. The build alternatives are shown on the attached Figure, entitled Five Recommended Corridor Alignment Alternatives, dated October 24, 2005.
 - (a) Alternative 1 – the “Red Alternative”: Extending from SR 70/99 approximately 1/2 mile north of Riego Road, east approximately one mile north of Baseline Road to approximately Watt Avenue, proceeding north and transitioning in an easterly direction at the future City of Roseville Retention Basin, then in an easterly direction connecting to SR 65 at Whitney Boulevard.
 - (b) Alternative 2 – the “Orange Alternative”: Extending from SR 70/99 approximately 1/2 mile north of Riego Road to an area between Pleasant Grove Road and Locust Road, where it would proceed northeast to the future City of Roseville Retention Basin, then in an easterly direction connecting to SR 65 at Whitney Boulevard.
 - (c) Alternative 3 – the “Blue Alternative”: Extending from SR 70/99 approximately 1/2 mile north of Riego Road to an area between Pleasant Grove Road and Locust Road, where it would proceed north along the Sutter/Placer County Line, transitioning to an easterly direction approximately one-half mile south of the future City of Roseville Retention Basin, north past the basin and then east, connecting to SR 65 at Whitney Boulevard.
 - (d) Alternative 4 – the “Yellow Alternative”: Extending from SR 70/99 at the current Sankey Road/SR 70/99 intersection, proceeding east and northeast, transitioning to an easterly direction approximately one-half mile south of the future City of Roseville Retention Basin, north past the basin and then east, connecting to SR 65 at Whitney Boulevard.
 - (e) Alternative 5 – the “Green Alternative”: Extending from SR 70/99 at the current Sankey Road/SR 70/99 intersection, proceeding east and northeast, transitioning to an easterly direction just south of the future City of Roseville Retention Basin, north past the basin and then east, connecting to SR 65 at Whitney Boulevard.

Addresses to send to:

1) Nova Blazej, Federal Activities Office (CMD-2)
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105-3901

Attention: Ms. Nancy Levin

2)
Mr. Wayne White, Field Supervisor
U.S. Fish and Wildlife Service
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Attention: Mr. Kenneth Sanchez

3)
Ms. Jody Jones, District Director
California Department of Transportation
District 3
P.O. Box 911
Marysville, CA 95901

Attention: Ms. Katrina Pierce

4)
Mr. Mike Jewell, Chief
U.S. Army Corp of Engineers
Sacramento District Regulatory Section
1325 J. Street
Sacramento, CA 95814

Attention: Mr. Tom Cavanaugh

5)
Ms. Celia McAdam, Executive Director
Placer County Transportation Planning Committee
249 Nevada Street
Auburn, CA 95603

3) All build alternatives will include the following concepts to avoid and minimize direct and indirect impacts to aquatic resources and other natural resources:

(a) Implement the following goals and policies identified for the project:

- Do not allow access in areas currently designated for agricultural uses;
- Restrict access in the seven-mile segment between Fiddyment Road and Pleasant Grove Road to one potential connection to a future extension of Watt Avenue or another nearby roadway extension;
- Create a no-development buffer zone along the Parkway, ranging from 500 feet in the western and eastern segment to 1000 feet in the central segment; and,
- Buy agricultural/conservation easements in areas along the Parkway to prevent development within the buffer zone.

(b) Project proponents will be working toward implementing the buffer policy, including such potential concepts as land use controls, land leases, general plans, zoning/overlay zoning, covenants/deed restrictions, conservation easements, urban growth boundaries.

(c) Span Pleasant Grove Creek.

(d) BMPs

3) Land-use and Policy Transportation Solution: The Draft EIS/EIS will include an analysis of how the future transportation demand could be met without building a new freeway, but rather by changing land use and policy assumptions. The goal of the evaluation is to disclose to decision makers and the public how land use, policy, and “smart-growth” tools could be used, in combination with increased transit and transportation system management tools, to lower VMT enough so that a new freeway would not be necessary. This analysis will not be an alternative for purposes of NEPA and CEQA analysis.

The analysis will describe and incorporate all feasible tools to meet anticipated demand without a new freeway, even those that are outside the authority of the project sponsors or would require actions by municipalities or decision makers outside the Placer Parkway study area. Some of these tools are used in the Sacramento Region Blueprint Transportation and Land Use Study (2005), and the “Modeling Long-Range Transportation and Land Use Scenarios for the Sacramento Region, Using Citizen Generate Policies” Report to the Mineta Foundation (Johnston, Gao, and Clay 2004). They include pricing mechanisms such as parking fees and congestion pricing; mode shifts from auto to transit/biking/walking, establishing strong urban growth boundaries, and increasing land use densities.

**Attachment A5
Meeting Notices**

Public Scoping Meetings Scheduled for Placer Parkway Corridor Preservation Project

The project will identify a corridor and allow for the acquisition or preservation of right-of-way for a future Parkway connecting State Route 65 in Placer County, California and State Route 70/99 in Sutter County, California. This Parkway is identified in the Sacramento Council of Government’s (SACOG) 2025 Metropolitan Transportation Plan (MTP) and the 2022 Placer County Regional Transportation Plan. Three corridor concepts connecting these routes were identified in a Project Study Report prepared in 2001: a northerly connection, a central connection and a southerly connection within the study area. These concepts, together with other feasible corridors that may be identified

during the scoping process, will be evaluated to determine the alternatives that will be analyzed in a Tier 1 Environmental Impact Statement/ Environmental Impact Report (EIS/EIR).

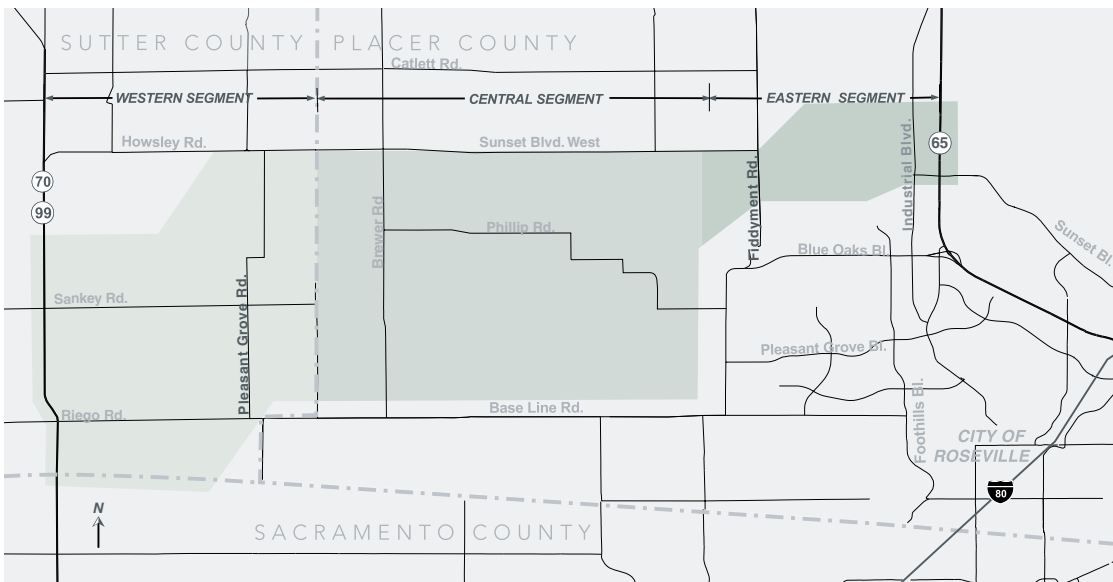
The South Placer Regional Transportation Authority (SPRTA) is the lead California Agency for this project. Sutter County is in the process of formalizing an agreement to associate with SPRTA as a co-lead agency for the project. SPRTA has authorized the Placer County Transportation Planning Agency (PCTPA) to prepare the Tier 1 EIS/EIR. The Federal Highway Administration (FHWA) will be the federal lead agency, working in conjunction with the California

Department of Transportation (Caltrans).

The formal comment period regarding the scope and content of the Tier 1 EIS/EIR ends on October 31, 2003. You may provide your comments in writing to Celia McAdam at the address on the back, provide comments in writing at one or both of the scoping meetings, and/or provide oral comments at the scoping meeting. If for some reason you can’t attend and want more information, please contact us.

High-Priority Project

The Parkway is a high-priority regional transportation project. Employment, population growth, and traffic have become major issues for many people who live and work in the area. The amount of time and productivity lost has a real impact on the regional economy and our quality of life. At the same time, preserving agricultural open space and habitat is also critical.



PLACER PARKWAY CORRIDOR PRESERVATION PROJECT STUDY AREA



learn more about the placer parkway corridor preservation project

Public Scoping Meetings are scheduled for:

Monday, October 6

4:00 - 8:00 pm
Maidu Community Center
1550 Maidu Dr.
Meeting Rooms 1 and 2
Roseville

Thursday, October 9

4:00 - 8:00 pm
Pleasant Grove School
3075 Howsley Rd.
Pleasant Grove

For more information, to put your name on the newsletter mailing list, or to send in your comments

Contact

Celia McAdam, Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603
Telephone: 530-823-4030
Fax: 530-823-4036
Email: cmcadam@pctpa.org

The public scoping meeting is a drop-in format where the public can discuss the project and its environmental review with staff and consultants. Public comments on the scope and content of the Tier 1 EIS/EIR will be accepted at the scoping meeting. Presentations about the project will be given at 4:30, 6:30 and 7:00 p.m. **Please join us!**

Placer County Transportation Planning Agency

550 High Street, Suite 107
Auburn, CA 95603
www.pctpa.org

PRSR STD
US Postage Paid
TMR
Roseville CA



please join us for our public meeting

The public meeting will begin with an open house at 6:00 p.m., where the public can provide comments and ask questions regarding the presentation of the preliminary corridor alternatives for Tier 1 EIS/EIR analysis related to the Placer Parkway Corridor Preservation project with staff and consultants. A presentation about the project will begin at 6:30 p.m.

Please join us!

For more information visit:
www.pctpa.org

Placer County Meeting

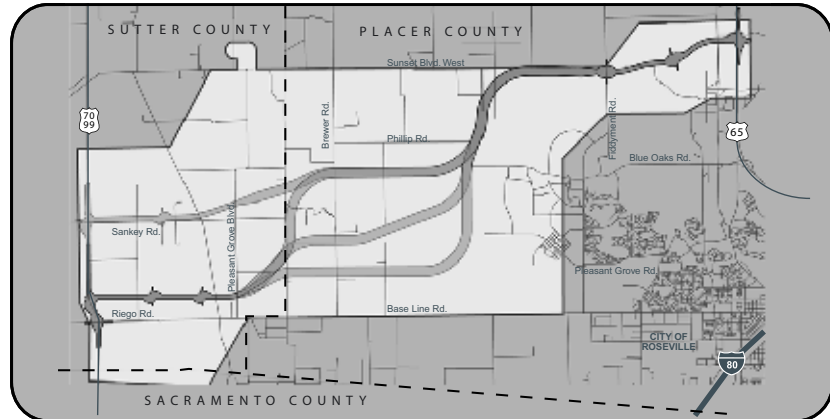
Monday August 23, 2004

6:00 - 8:30 pm
Roseville Corporation Yard
2005 Hilltop Circle
Roseville

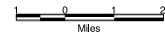
Sutter County Meeting

Thursday August 26, 2004

6:00 - 8:30 pm
Pleasant Grove School
3075 Howsley Rd.
Pleasant Grove

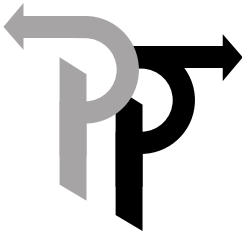


Potential Corridor Alignment Alternatives
Place Parkway Corridor Preservation Tier 1 EIS/EIR



**Attachment A6
Print Ads**

public scoping meeting



PLACER PARKWAY corridor preservation project

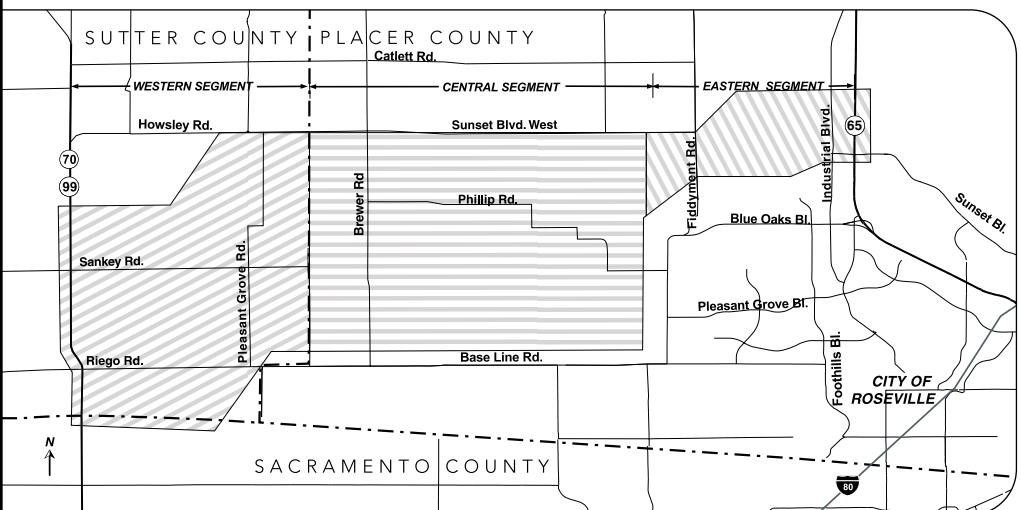
the project will identify a corridor and allow for the acquisition or preservation of right of way for a future Parkway connecting State Route 65 in Placer County, California and State Route 70/99 in Sutter County, California. This Parkway is a high priority regional transportation project identified in the Sacramento Council of Government's (SACOG) 2025 Metropolitan Transportation Plan (MTP) and the 2022 Placer County Regional Transportation Plan. Three corridor concepts connecting these routes were identified in a Project Study Report prepared in 2001: a northerly connection, a central connection and a southerly connection within the study area. These concepts, together with other feasible corridors that may be identified during the scoping process, will be evaluated to determine the alternatives that will be analyzed in a Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR). A Notice of Preparation is available through the Placer County Transportation Planning Agency.

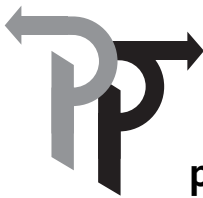
Written comments and questions can be directed to Celia McAdam, Executive Director, Placer County Transportation Planning Agency, 550 High Street, Suite 107, Auburn, CA 95603. 530-823-4030
The formal comment period regarding the scope and content of the Tier 1 EIS/EIR ends on October 31, 2003.

learn more about the project and provide your comments and suggestions as to the scope and content of the Tier 1 EIS/EIR. Scoping meetings to gather comments and information from the public and agencies regarding the proposed project are scheduled:

placer county
Monday, October 6, 2003
4:00 to 8:00 p.m.
Maidu Community Center,
Meeting Rooms 1 & 2
1550 Maidu Drive, Roseville, CA

sutter county
Thursday, October 9, 2003
4:00 to 8:00 p.m.
Pleasant Grove School
3075 Howsley Road
Pleasant Grove, CA





PLACER PARKWAY CORRIDOR PRESERVATION

public meetings scheduled for august

Public meetings will be held by the Placer County Transportation Planning Agency (PCTPA) to review the potential corridor alignment alternatives being considered for evaluation in the Placer Parkway Corridor Preservation Tier 1 EIS/EIR, and to obtain community feedback.

The public is invited to review project maps and information starting at 6:00 pm. The project team will give a project overview at 6:30 pm. A question and answer session will follow.

Written comments and questions can be directed to Placer County Transportation Planning Agency, 249 Nevada Street, Auburn, CA 95603. Phone: 530-823-4030 Fax: 530-823-4036

Placer County Meeting

Monday, August 23, 2004

6:00 - 8:30 p.m.

Roseville Corporation Yard

2005 Hilltop Circle

Roseville

Sutter County Meeting

Thursday, August 26, 2004

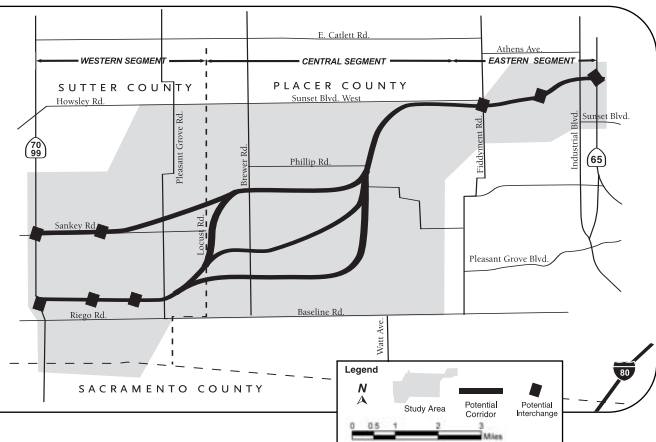
6:00 - 8:30 p.m.

Pleasant Grove School

3075 Howsley Rd.

Pleasant Grove

For more information visit: www.pctpa.org



Attachment A7
Press Release

Press Release

Contact:

Celia McAdam/Stan Tidman
Placer County Transportation Planning Agency
(530) 823-4033

[DATELINE]

PLACER PARKWAY CORRIDOR PRESERVATION PROJECT SCOPING MEETINGS

October 6 and October 9, 2003, are the dates set by the Placer County Transportation Planning Agency for public meetings to help define corridor alternatives for the Placer Parkway Corridor Preservation project. The Parkway is a high priority regional transportation corridor that will eventually connect rapidly growing western Placer County with Sutter County industrial development areas, and the airport to the west. A previous Project Study Report recommended preservation of a 15-mile long, east-west transportation corridor linking State Highway 65 with State Highway 70/99.

“It is critical to preserve our ability to address our growing transportation needs. We are planning this future transportation corridor to reduce traffic congestion, improve access to Sacramento International Airport, and provide an alternative to Interstate 80 while promoting and preserving agricultural open space,” said Celia McAdam, Executive Director of PCTPA.

To streamline the environmental review process, PCTPA will prepare a Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which will identify and preserve the land needed for the future transportation corridor. It will address federal and state environmental guidelines and provide

information to the public so that community members can play a part in selecting a corridor.

Three distinct advisory groups are reviewing the project, providing vital discussions of technical data, jurisdictional issues, preferences, community-specific elements and policy-related matters. The Technical and Policy Advisory Committees includes elected officials and staff. The Study Advisory Committee fosters communication between the community; environmental, agricultural, development, and other interest groups; public agencies; and local jurisdictions. .

The public can participate in the project by attending the public scoping meeting on October 6, at the Maidu Community Center, in Roseville and October 9, at the Pleasant Grove School in Pleasant Grove. There will be a dedicated project website for questions and comments from the public. Celia McAdam added, "PCTPA encourages the public to get involved and provide their input to ensure we incorporate the best ideas available."

For more information regarding the Placer Parkway Corridor Preservation project please contact: Stan Tidman, Project Manager, PCTPA, (530) 823-4033.

###

**Attachment A8
Newsletters**



PLACER PARKWAY

CORRIDOR PRESERVATION

Corridor Alignment Alternatives

public meetings

Placer County Meeting
6 p.m. – 8:30 p.m.
Mon., Aug. 23, 2004
Roseville Corporation Yard
 2005 Hilltop Circle
 Roseville, California

Sutter County Meeting
6 p.m. – 8:30 p.m.
Thurs., Aug. 26, 2004
Pleasant Grove School
 3075 Howsley Road
 Pleasant Grove, California

Public meetings will be held by the Placer County Transportation Planning Agency (PCTPA) to review the potential corridor alignment alternatives being considered for evaluation in the Placer Parkway Corridor Preservation Tier 1 EIS/EIR, and to obtain community feedback.

The public is invited to review project maps and information starting at 6:00 p.m. The project team will give a project overview at 6:30 p.m. A question and answer session will follow.

For more information visit:
www.pctpa.org or call 530.823.4030.

THE PARKWAY CONCEPT

The Placer Parkway Corridor Preservation Project is in the process of identifying a 500-foot to 1,000-foot-wide corridor for future Parkway construction. The Placer Parkway is envisioned as an 15-mile long high-speed transportation facility connecting State Route (SR) 65 in Placer County and SR 70/99 in Sutter County. It will link existing and planned development in the two counties. It will also improve access to downtown Sacramento and to Sacramento International Airport. Other potential transportation modes, such as bus rapid transit, may be developed in the corridor.

The aim of the current project is to preserve a corridor for right-of-way acquisition in this rapidly growing area. Work to identify a corridor is underway now. However, funding for Parkway construction is not anticipated until approximately 2015.

CORRIDOR PRESERVATION PROJECT

The Corridor Preservation project has two phases. Phase 1, currently underway, is to identify feasible corridor alignment alternatives (alternatives). Input has been collected from a wide range of sources. See *Corridor Alternatives Identification Process, inside*. Contributors to this process include standing technical, study, and policy advisory committees; local jurisdictions; landowners and the

public; and federal, state and local agencies. The alternatives identified during Phase 1 will be evaluated in Phase 2.

Phase 2 is to complete a Tier 1 Environmental Impact Statement/ Environmental Impact Report (Tier 1 EIS/EIR) that will evaluate the alternatives and will lead to the selection of one corridor for right-of-way preservation. The Tier 1 EIS/EIR is a combined Federal/State environmental review document. There will be opportunities for the public to review and comment on it. The Tier 1 EIS/EIR will emphasize the relative differences among corridor alternatives with regard to potential impacts to allow for an informed choice among alternatives. It will focus on broad topics, such as general location, mode choice, area-wide air quality and land use, and other environmental issues. The Tier 1 EIS/EIR will also identify mitigation strategies to be used in later construction-related (Tier 2) environmental reviews. The Tier 2 review, relying on the work from the Tier 1 document, will provide a more detailed analysis of environmental impacts for specific alignments within the selected corridor.

Right-of-way acquisition for the corridor can begin only after the Tier 1 EIS/EIR process is completed.

modified NEPA/404 process

PCTPA is committed to identifying and addressing environmental issues, including ones that could affect future federal permits required to construct the Parkway. So that these issues can be identified and satisfactorily dealt with, the Federal Highway Administration, Caltrans, and PCTPA are coordinating with the U.S. Army Corps of Engineers (USACOE) and the U.S. Environmental Protection Agency (USEPA). These agencies have agreed to modify the “NEPA/404 process.” This process streamlines the review of projects subject to the National Environmental Policy Act (NEPA) that also require Section 404 permits under the Clean Water Act. The focus of the NEPA/404 process is wetlands and other “Waters of the U.S.”

Normally, the process is initiated only when a permit application is made to the USACOE. The process was modified because there is no permit required for the Corridor Preservation Project. The parties have agreed to early consultation to identify environmental issues that could affect future construction permit approvals. The process will seek to reach concurrence on the Least Environmentally Damaging Practicable Alternative (the “LEDPA”), and to identify appropriate mitigation strategies. This effort will assist PCTPA to identify corridor alignment alternatives that will satisfy USACOE and USEPA environmental concerns.

CONTINUED FROM COVER

Future construction can start only after the Tier 2 construction-related environmental review is done.

PLANNING HISTORY

The concept of the Placer Parkway has been considered for over a decade. Placer County’s 1994 General Plan depicts a ‘plan line’ for it. More detailed planning began in the late 1990s with a Conceptual Plan, published in 2000. Next, several conceptual corridor alternatives were identified in a 2001 Project Study Report (PSR). PCTPA and Sacramento Area Council of Governments (SACOG) Boards adopted the project goals and policies contained in these planning documents. The Placer Parkway is now an important component of SACOG’s 2025 Metropolitan Transportation Plan.

CORRIDOR ALIGNMENT ALTERNATIVES IDENTIFICATION FOR TIER 1 EIS/EIR EVALUATION

Since 2003, PCTPA and its consultant team have worked with agencies,

organizations, and individuals to identify potential issues and to collect and evaluate engineering, environmental, and transportation information for the study area. See *Technical Memorandum-Screening Evaluation of PSR Alternatives* (www.pctpa.org). A number of environmental issues were identified while screening the PSR’s conceptual alternatives. Consequently, a number of modifications to the corridors were recommended to reduce environmental impacts while remaining consistent with the project’s adopted goals and policies.

The project’s three advisory committees, local jurisdictions, and federal resource agencies reviewed these recommended modifications. They also provided additional direction and requested more information on specific issues. Advisory committee direction included:

- **Modify** each PSR corridor alignment alternative to avoid or minimize effects on resources such as vernal pools, existing communities, and agricultural lands.

Residents, community leaders and business repre

stay involved! second round of pub

The Placer Parkway Corridor Preservation Project has recently completed identifying potential corridor alignment alternatives for analysis in a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1 EIS/EIR). Public meetings are scheduled on August 23 (Placer County) and August 26 (Sutter County), 2004 to



- **Eliminate** (1) the central and western segments of the PSR's northern corridor alignment alternative, (2) a potential Parkway connection with SR 65 at Sunset Boulevard, (3) a potential Parkway connection with SR 70/99 north of Sankey Road, and (4) a potential Parkway connection with SR 70/99 south of Riego Road, with concurrence of the City of Sacramento and Sacramento County.
- **Identify** and evaluate more direct corridor alignment alternatives across the study area.
- **Evaluate** two Baseline Road-vicinity scenarios (1) a corridor alignment immediately to the north, and (2) one approximately one mile farther north.

These recommendations resulted in 11 modified or new corridor alignment alternatives. They were evaluated and adjusted to further avoid or reduce impacts to environmental and other resources, and presented to the project's Technical Advisory Committee (May) and Study Advisory Committee (June). As a result of these

meetings, four potential corridor alignment alternatives were identified for analysis in the Tier 1 EIS/EIR. Each would connect to SR 65 at Whitney Boulevard. Each alternative would extend westward, differing as shown on the map at right:

- ▶ **Connecting to SR 70/99 at Sankey Road**
- ▶ **Extending south along Locust Road, to connect to SR 70/99 north of Riego Road**
- ▶ **Extending diagonally to the southwest, to connect to SR 70/99 north of Riego Road**
- ▶ **Extending south, then west parallel to Baseline Road, to connect to SR 70/99 north of Riego Road**

Also, in the central segment of the study area, one potential connection with a future Watt Avenue extension will be evaluated in the Tier 1 EIS/EIR. The project's goals and policies limit access between Fiddymont Road and Pleasant Grove Road to this potential interchange. A future Watt Avenue extension is not a part of the Placer Parkway project.

NEXT STEPS

These four potential corridor alignment alternatives to be considered for Tier 1 EIS/EIR analysis and subject to additional adjustments will be presented at public meetings on August 23 in Roseville and August 26 in Pleasant Grove. The purpose of these meetings is to review the alternatives and gather public comments. The project team is also working with the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency to address Clean Water Act requirements. (Please see sidebar describing the "Modified NEPA/404 Process.")

The final set of corridor alignment alternatives to be evaluated in the Tier 1 EIS/EIR will be determined with direction from the project's Policy Advisory Committee, South Placer Regional Transportation Authority (SPRTA), Sutter County, and the Federal Highway Administration, as well as public input.

Representatives are now discussing where to preserve a corridor for the future.

Public meetings has been scheduled

present this information to the community. This is the second in a series of public meetings to present information regarding project progress and to obtain community feedback. The meetings will include a presentation by project staff at 6:30 p.m., followed by an opportunity to ask questions and provide comments.

The first public meetings for the

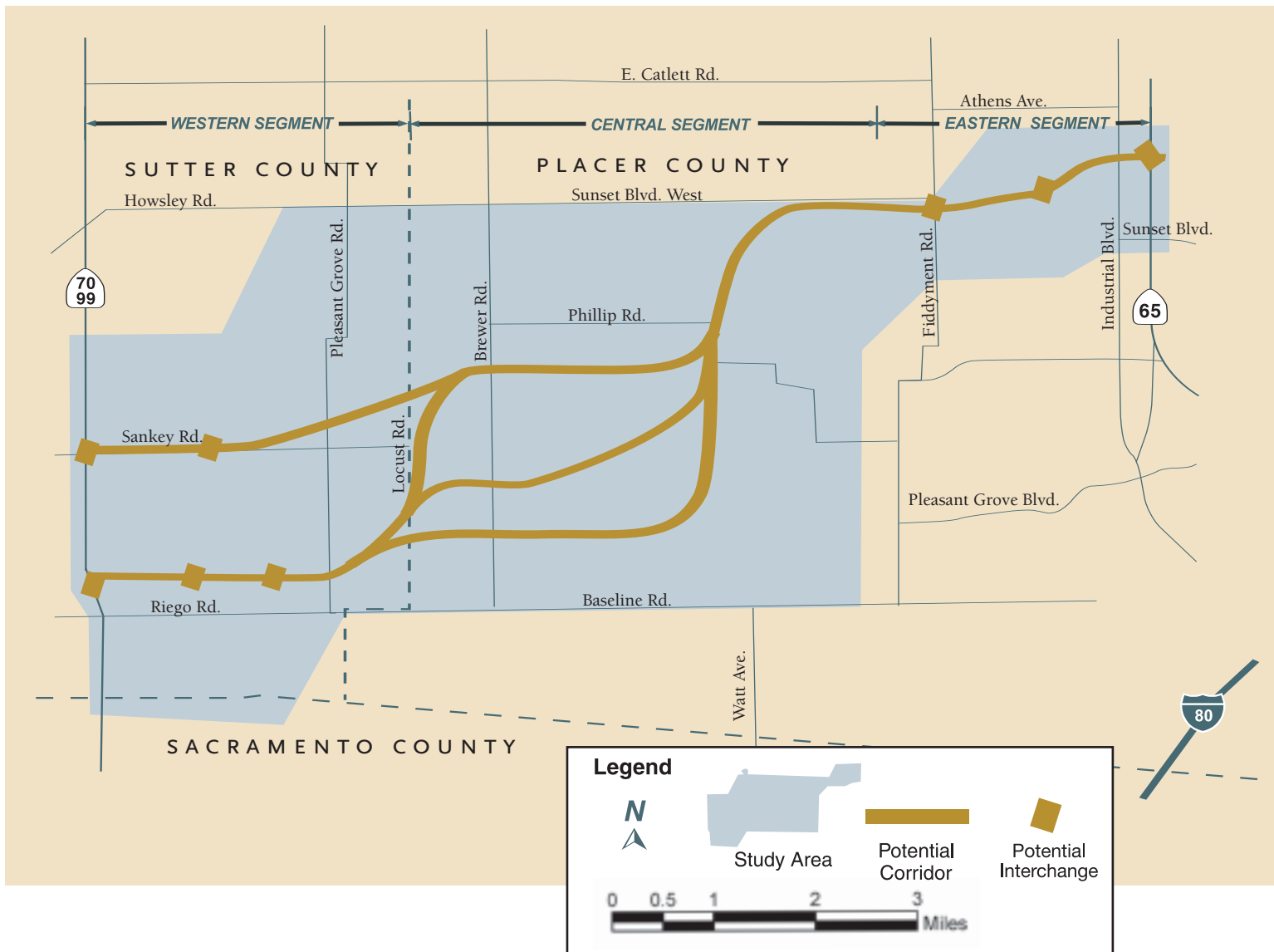
project were held in fall 2003 in Roseville and Pleasant Grove. The PSR corridor alignment alternative concepts identified in earlier studies were reviewed. The process to develop alternatives for study in the Tier 1 EIS/EIR was also described.

Community members, local groups, agency representatives and other interested stakeholders offered their

comments and ideas about the proposed Placer Parkway Corridor Preservation Project. Areas of concern identified at the 2003 meetings included: alignment routes, impacts on residents/farming operations/businesses, impacts to the environment, and the need for coordination among planning agencies.

placer parkway corridor preservation project
study area and potential corridor alignment alternatives

FOR TIER 1 EIS/EIR ANALYSIS

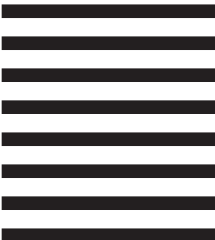


The project team, advisory committee members and other technical resource specialists incorporated feedback received at the meetings into the potential corridor alternatives described in this newsletter.

For more information on the August 2004 public meetings, see the PCTPA project website at: www.pctpa.org.



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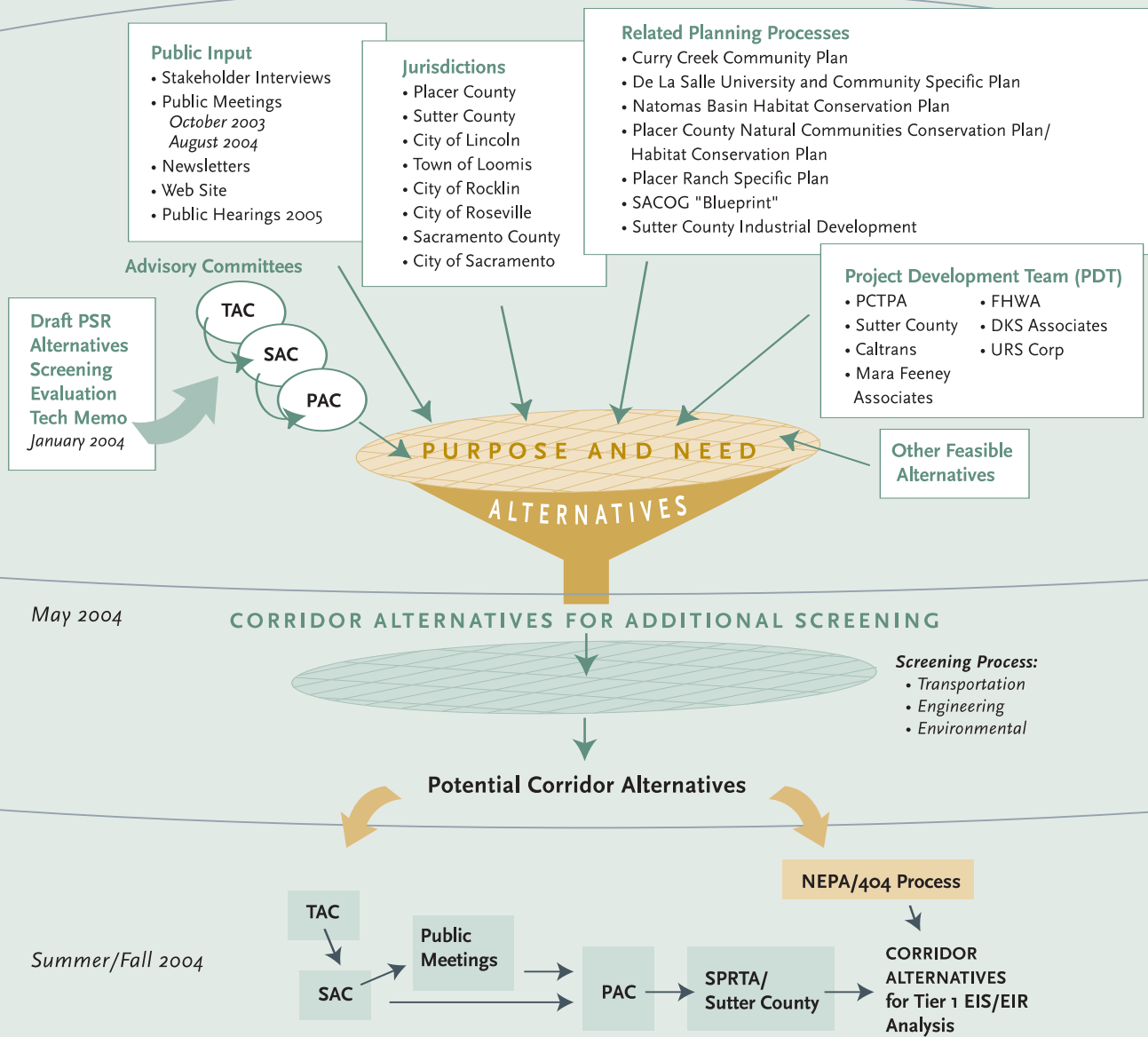
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Celia McAdam, Executive Director
 Placer County Transportation Comm
 249 Nevada Street
 Auburn CA 95603-9846



corridor alternatives identification process



contact us!

- Yes! Please add my name to the mailing list.**
- Please remove my name from the mailing list.**

name _____

address _____

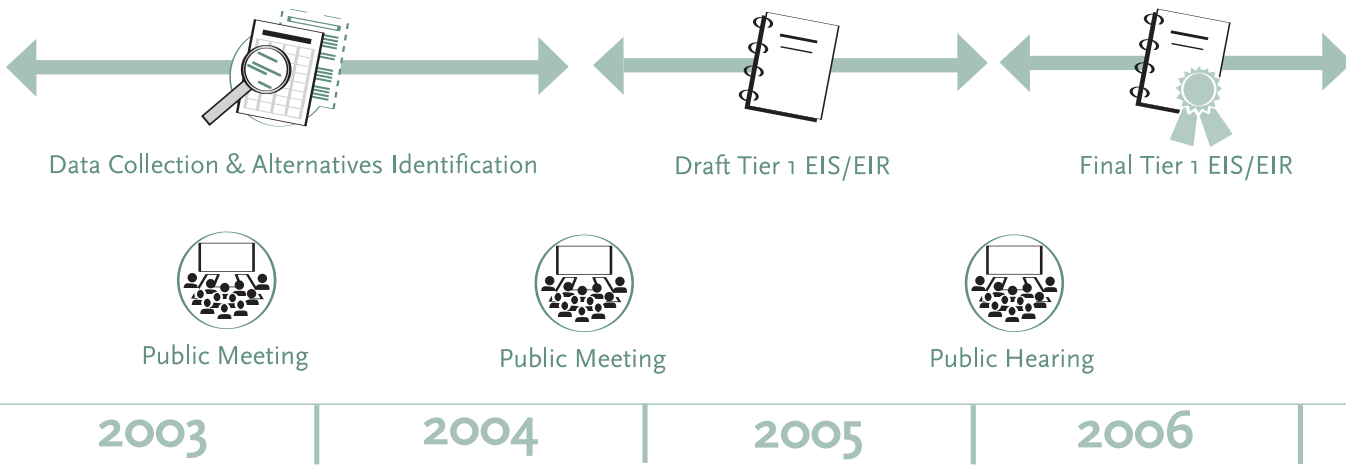
You can also contact us by phone or email to be added or removed from the mailing list: (530) 823-4030 or pctpa@pctpa.org

find out more and stay involved!

Placer County Meeting
 6 p.m. – 8:30 p.m.
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 2005 Hilltop Circle
 Roseville, California

Sutter County Meeting
 6 p.m. – 8:30 p.m.
 Thurs., Aug. 26, 2004
 Pleasant Grove School
 3075 Howsley Road
 Pleasant Grove, California

placer parkway corridor preservation project timeline



check us out
online!
www.pctpa.org

PCTPA's website (www.pctpa.org) is home to information about the Placer Parkway Project. From the PCTPA home page, just click on [projects], then on Placer Parkway. There you will find project documents, newsletters, meeting notices and other relevant materials to keep you informed.

 **PLACER PARKWAY**
CORRIDOR PRESERVATION
PCTPA
249 Nevada Street
Auburn, CA 95603

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94578



PLACER PARKWAY

CORRIDOR PRESERVATION

Additional Potential Alternatives

The Placer Parkway is envisioned as a 15-mile-long high-speed transportation facility, which will connect State Route (SR) 65 in Placer County and SR 70/99 in Sutter County. The facility will be constructed within a 500-foot- to 1,000-foot-wide corridor. It will reduce pressure on the existing transportation network, address anticipated future congestion on the local roadway system in southwestern Placer County and south Sutter County, and will improve regional accessibility for businesses and jobs. Other potential transportation modes, including bus rapid transit, may be developed in the corridor.

Need more information?
Want to express your opinion?

- Visit the PCTPA project website at www.pctpa.org/PlacerParkway
- E-mail PCTPA at pctpa@pctpa.org
- Call PCTPA at 530-823-4030
- Send comments to PCTPA
299 Nevada St.
Auburn, CA 95603

PLACER PARKWAY CORRIDOR PRESERVATION UPDATE

The South Placer Regional Transportation Authority (SPRTA), through the Placer County Transportation Planning Agency (PCTPA), recently evaluated corridor alternatives based on environmental, transportation and engineering criteria. PCTPA collected input through scoping meetings and the project's Advisory Committees. In August 2004, PCTPA also hosted two public meetings in Roseville and Pleasant Grove to present information regarding potential corridor alignment alternatives. These four corridors are shown graphically on the map in this newsletter, in gold.

PCTPA and Caltrans are also coordinating with federal agencies to identify potential alternatives that will satisfy the Parkway's purpose while reducing the need for new facilities (e.g., Transportation Systems Management, a shorter Parkway, etc.). This modified NEPA/404 process is ongoing.

ADDITIONAL POTENTIAL ALTERNATIVES IDENTIFIED

In December 2004, Foothill Associates, on behalf of a local developer, KT Communities, identified two additional corridor alignments with SR 70/99 connections at Sankey Road or north of Riego Road. These additional potential corridor alignments are outlined in green on the map (reverse side).

In March 2005, SPRTA directed PCTPA staff to screen these alignments for potential inclusion in the reasonable range of alternatives for the Tier 1 environmental document (EIS/EIR).

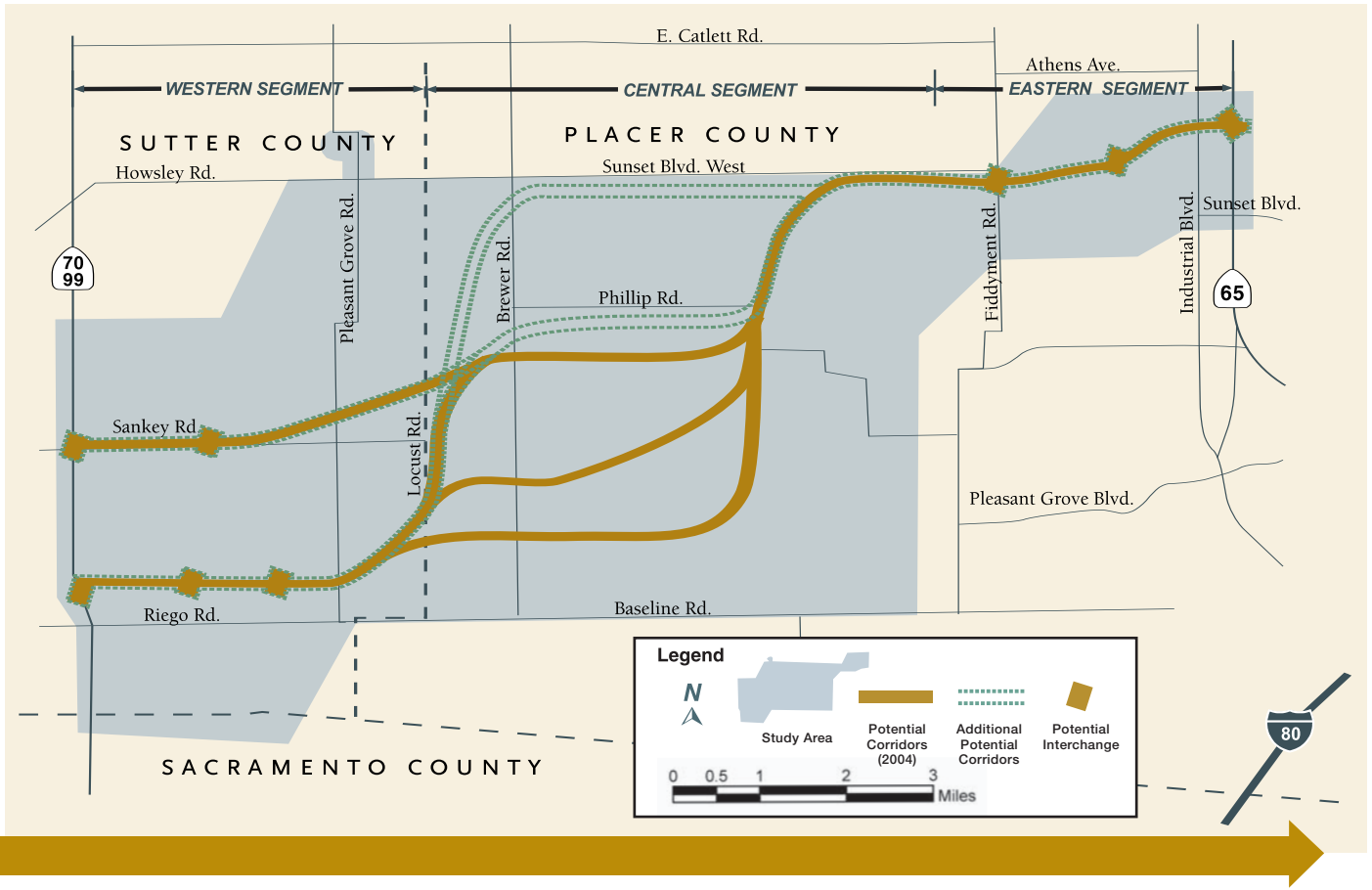
PCTPA evaluated these alignments for data consistency and then screened them using a process similar to that used for the four PCTPA potential corridor alternatives. This screening identified benefits and drawbacks for each alignment. The results were presented to the Technical Advisory and Study Advisory Committees for their input and recommendations. The Policy Advisory Committee will evaluate this information at a meeting on August 31, 2005 in Lincoln. Information about the meeting is available on PCTPA's web site (www.pctpa.org/PlacerParkway).

NEXT STEPS

Input provided through the Advisory Committees will be presented to the SPRTA Board on September 28, 2005. The Board is expected to provide direction on which alternatives will be evaluated in the Tier 1 EIS/EIR. The Board will decide only which potential alternatives merit further study – it will not determine the location of the preferred alignment. Following this decision, preparation of the Tier 1 EIS/EIR will commence. According to the revised schedule, a public review draft will be published in fall 2006.

placer parkway corridor preservation project
study area and potential corridor alignment alternatives

FOR TIER 1 EIS/EIR ANALYSIS



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**Attachment A9
Fact Sheet**



PLACER PARKWAY

CORRIDOR PRESERVATION

LAND TO BE PRESERVED FOR FUTURE PLACER PARKWAY

Placer Parkway is a proposed 15-mile long, east-west transportation corridor that will connect rapidly growing western Placer County with Sutter County industrial development and the airport to the west—linking State Highway 65 with State Highway 70/99 (see map). Residents, community leaders and business representatives are now discussing where to preserve a corridor for the future Parkway.

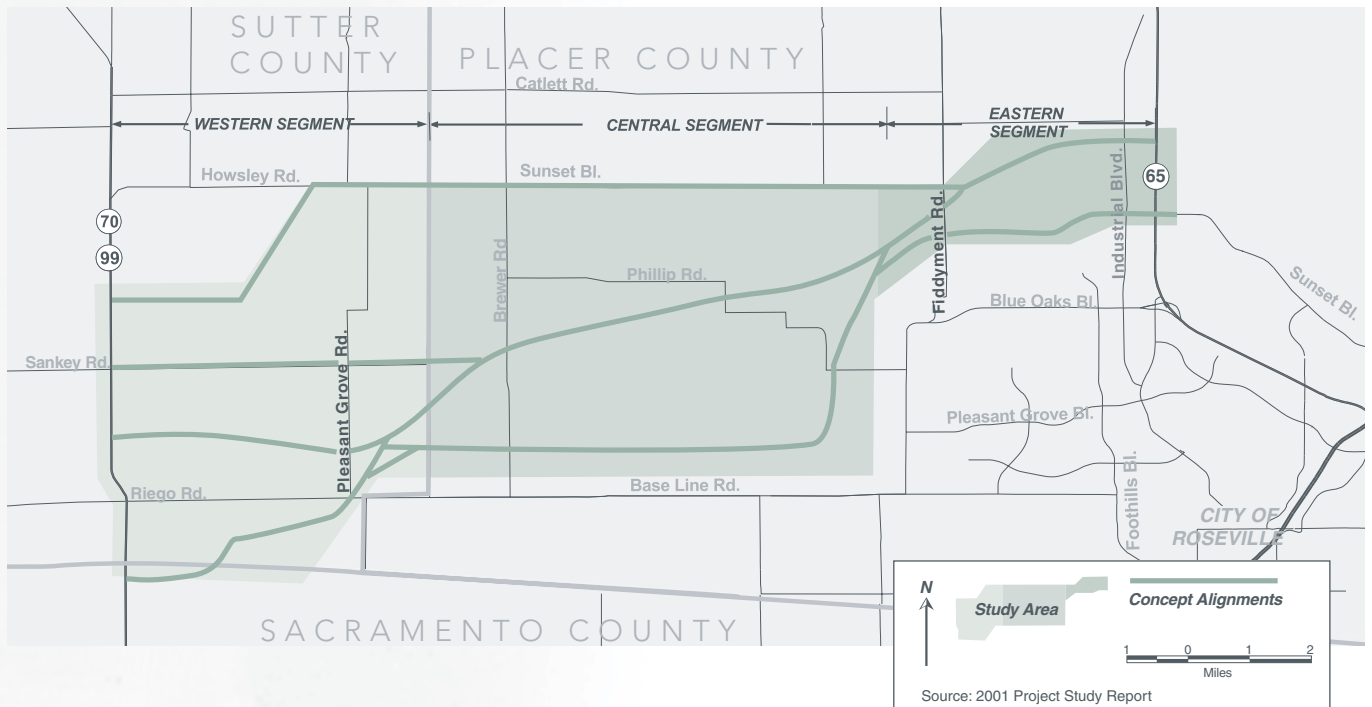
High-Priority Project

The Parkway is a high-priority regional transportation project. Employment, population growth, and traffic have become major issues for many people who live and work in the area. The amount of time and productivity lost has a real impact on the regional economy and our quality of life. At

the same time, preserving agricultural open space and habitat is also critical.

The Placer Parkway Corridor Preservation will identify and preserve land for a future transportation corridor that will offer several key benefits:

- **Ease traffic and enhance the flow of people and goods**
- **Link rapidly growing areas of western Placer County and planned industrial development in south Sutter County**
- **Improve access to the I-5 corridor and the Sacramento International Airport**
- **Provide an alternative to heavily traveled Interstate 80**





- **Promote agricultural open space to preserve and enhance natural resources**
- **Restrict access along an approximately 7-mile central segment between Fiddyment Road in Placer County and Pleasant Grove Road in Sutter County**

Preserving the Corridor

A key objective of the project is to preserve enough land for a 1,000-foot-wide central segment corridor and 500-foot-wide eastern and western segment corridors. Several concept corridors were identified via a previous study (see map).

Within the corridor, Placer Parkway would be divided into three segments:

- **Western: Highway 70/99 to the Sutter/Placer County line**
- **Central: Sutter/Placer County line to Fiddyment Road, with no access (preserving a 1,000-foot-wide, 7-mile-long corridor from Pleasant Grove Road to Fiddyment Road).**
- **Eastern: Fiddyment Road to Highway 65**

The Placer County Transportation Planning Agency (PCTPA) is administering the project for the South Placer Regional Transportation Authority (SPRTA) and Sutter County. PCTPA is the regional transportation planning agency for Placer County and its six cities. SPRTA consists of several PCTPA

member jurisdictions in western Placer County.

Environmental Process

PCTPA will be preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR). A Tier 1 document is used for long-term projects and to streamline environmental review. This will help to ensure that the land needed for a future transportation corridor can be preserved now. The Tier 1 EIS/EIR will address state and federal environmental requirements and will outline public concerns in enough detail to make an informed choice about selecting a corridor alignment. A future Tier 2 environmental review would address design and construction issues for the specific alignment within the corridor.

SPRTA and Sutter County are co-lead agencies for California Environmental Quality Act compliance. Caltrans is acting on behalf of the Federal Highways Administration, lead agency for National Environmental Policy Act compliance.

Funding

PCTPA has programmed about \$4.7 million to complete the required federal and State environmental review. SPRTA oversees a regional fee program that is expected to collect about \$50 million for acquiring

a corridor. Actual construction funding for the transportation facility is not anticipated until after 2015.

Public Involvement

There will be many opportunities for the public to provide input into this environmental review. For more information about the project and upcoming meetings, go to:

www.placerparkway.org

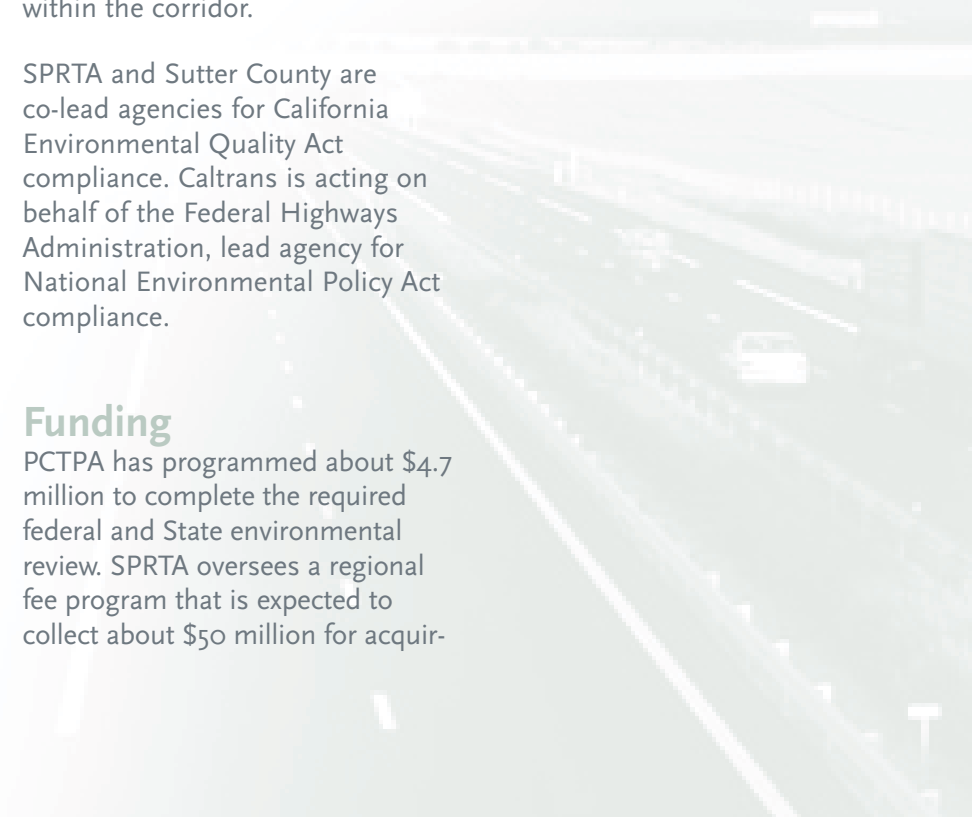
Or contact:

Celia McAdam, Executive Director,
PCTPA, 550 High Street, Suite 107,
Auburn, CA 95603.

Telephone: 530-823-4030

Fax: 530-823-4036

Email: cmcadam@pctpa.org



Attachment A10
Public Meeting PowerPoint Presentation



PLACER PARKWAY
CORRIDOR PRESERVATION

WELCOME



Public Meeting
Monday, August 23, 2004
6:00 PM to 8:30 PM

Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

WELCOME



Public Meeting
Thursday, August 26, 2004
6:00 PM to 8:30 PM

Public Meeting **August 2004**

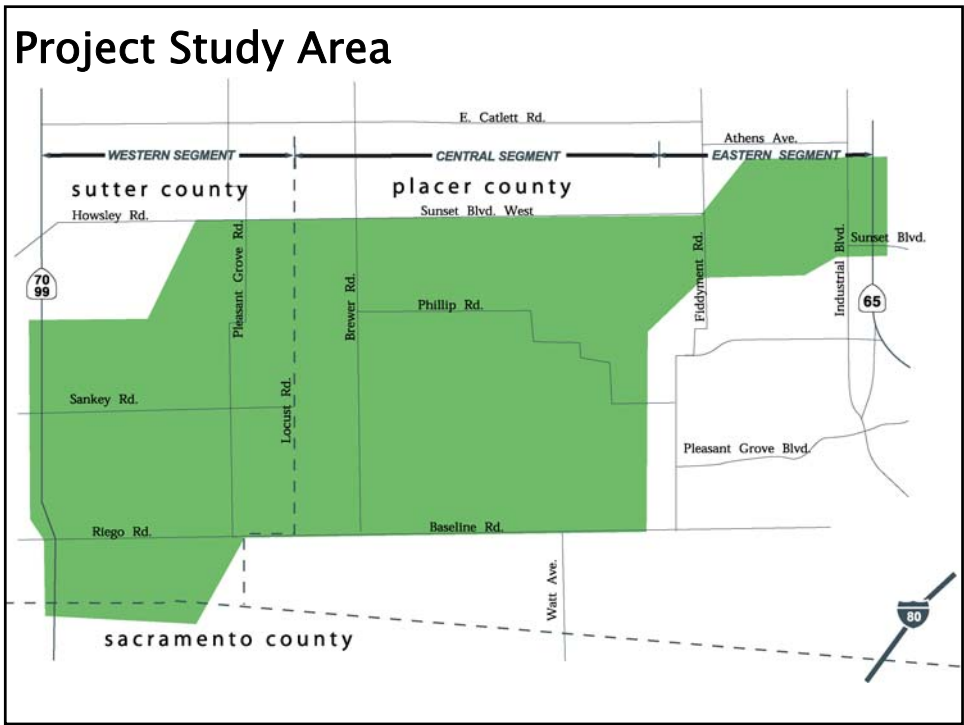
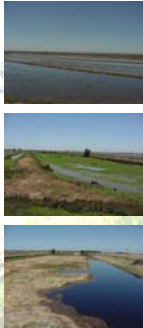


PLACER PARKWAY CORRIDOR PRESERVATION

AGENDA

- ◆ Introductions
- ◆ Project Background
- ◆ Potential Corridor Alignment Alternatives
- ◆ What's Next
- ◆ Public Discussion

Public Meeting
August 2004

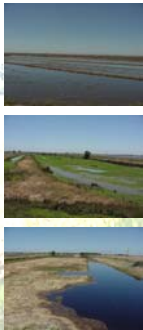




PLACER PARKWAY
CORRIDOR PRESERVATION

PLACER PARKWAY (The Concept)

- **Regional Transportation Facility**
 - Connector - SR 65 & SR 70/99 between Sunset Blvd. W/Howsley and Baseline/Riego




Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

PLACER PARKWAY (The Concept)

- **Regional Transportation Facility**
- **Parkway Goals (via 2000 Conceptual Plan & PSR)**
 - Controlled access highway
 - Maximize mobility and accommodate planned growth
 - Avoid growth inducement/protect rural character
 - Minimize environmental impacts
 - Improve safety/minimize hazards
 - Feasible and equitable funding




Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

PLACER PARKWAY

(The Concept)

- Regional Transportation Facility
- Parkway Goals (via 2000 Conceptual Plan & PSR)
- Design and Construction
 - \$200 to \$300 million
 - Construction funding – after 2015



Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

PLACER PARKWAY

(The Concept)

- Regional Transportation Facility
- Parkway Goals (via 2000 Conceptual Plan & PSR)
- Design and Construction
- Purpose and Need




Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

CORRIDOR PRESERVATION (The Project)

- **Corridor Segments**
 - 500'-wide SR 70/99 to Pleasant Grove
 - 1000'-wide Pleasant Grove to Fiddymont
 - 500'-wide Fiddymont to SR 65



Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

CORRIDOR PRESERVATION (The Project)

- **Corridor Segments**
- **Project Objectives**
 - Phase 1 - Identify Feasible Alternatives
 - Phase 2 - Complete the Tier 1 EIS/EIR
 - Record of Decision/Certification to Allow Corridor Preservation and Acquisition



Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION


CORRIDOR PRESERVATION

(The Project)

- Corridor Segments
- Project Objectives
- Environmental Review – Tier 1 EIS/EIR



Public Meeting **August 2004**

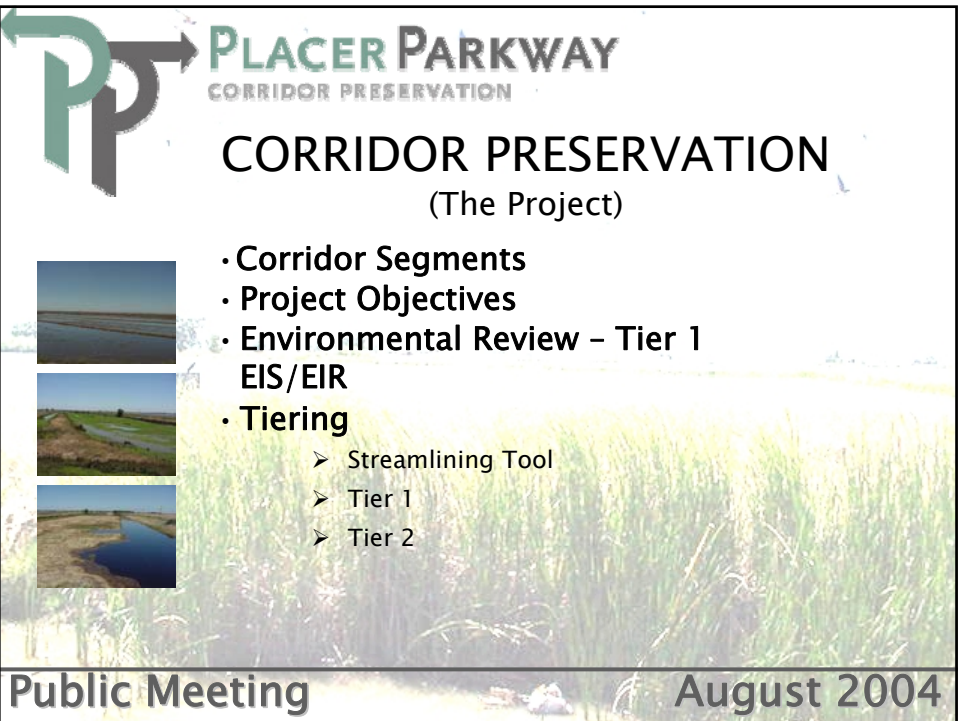
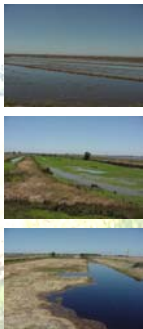


PLACER PARKWAY
CORRIDOR PRESERVATION


CORRIDOR PRESERVATION

(The Project)

- Corridor Segments
- Project Objectives
- Environmental Review – Tier 1 EIS/EIR
- Tiering
 - Streamlining Tool
 - Tier 1
 - Tier 2



Public Meeting **August 2004**

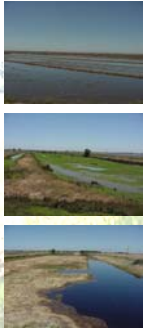


PLACER PARKWAY
CORRIDOR PRESERVATION


CORRIDOR PRESERVATION

(The Project)

- Corridor Segments
- Project Objectives
- Environmental Review – Tier 1 EIS/EIR
- Tiering
- Acquire/Protect ROW



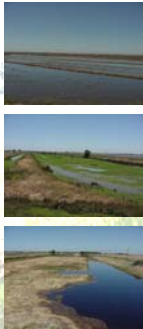
Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

ISSUES

- Location of Corridor Alignment Alternatives
- Tier 1 Environmental Review
- Resource Agency Coordination
- Pending and Anticipated Urban Development



Public Meeting **August 2004**

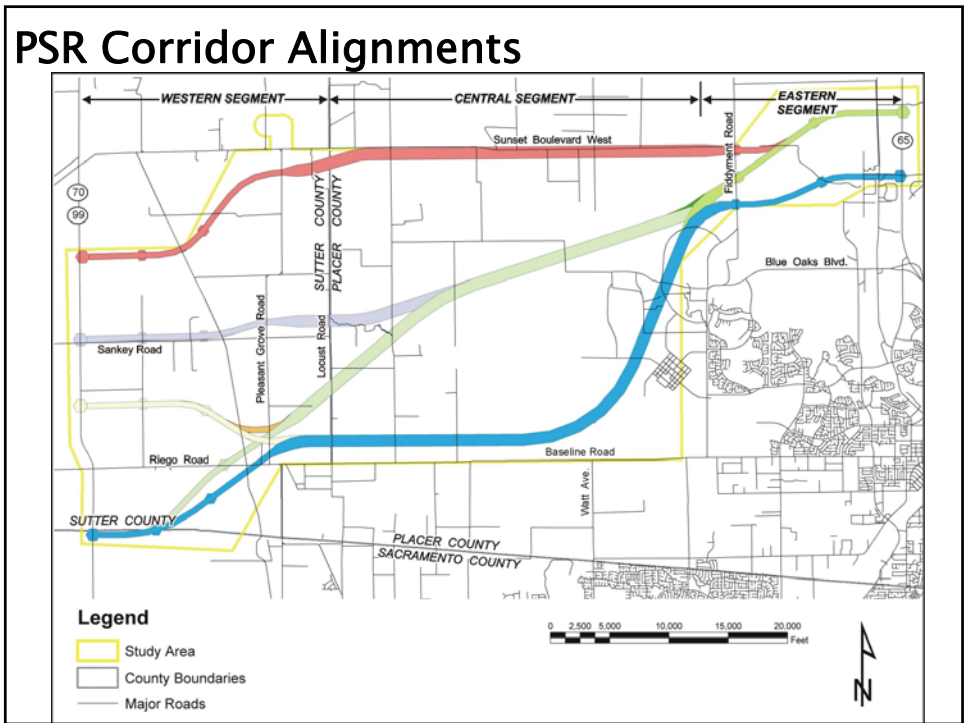



PLACER PARKWAY
CORRIDOR PRESERVATION



POTENTIAL CORRIDOR ALIGNMENT ALTERNATIVES

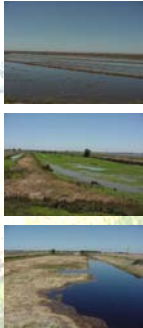
Public Meeting August 2004






PLACER PARKWAY
CORRIDOR PRESERVATION

SCREENING PROCESS



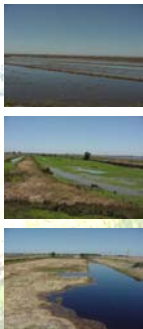
- ◆ Focus on Early Identification of Fatal Flaws

Public Meeting August 2004




PLACER PARKWAY
CORRIDOR PRESERVATION

SCREENING PROCESS



- ◆ Focus on Early Identification of Fatal Flaws
- ◆ Environmental Screening
 - ◆ Existing/Planned Land Uses
 - ◆ Williamson Act Contracts/Important Farmlands
 - ◆ Community Disruption/Displacement/Relocation
 - ◆ Recreation Lands
 - ◆ Noise
 - ◆ Cultural/Native American Resources
 - ◆ Biological/Wetland Resources
 - ◆ Hazardous Materials/Waste
 - ◆ Floodplain/Hydrology
 - ◆ Soils
 - ◆ Growth Inducement

Public Meeting August 2004




PLACER PARKWAY
CORRIDOR PRESERVATION

SCREENING PROCESS

- ◆ Focus on Early Identification of Fatal Flaws
- ◆ Environmental Screening
- ◆ Transportation Screening
 - ◆ Need and Purpose
 - ◆ Connections
 - ◆ Traffic Volumes

Public Meeting August 2004




PLACER PARKWAY
CORRIDOR PRESERVATION

SCREENING PROCESS

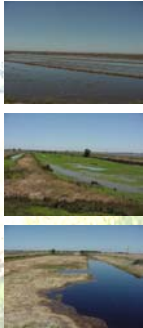
- ◆ Focus on Early Identification of Fatal Flaws
- ◆ Environmental Screening
- ◆ Transportation Screening
- ◆ Identify Impacts to Avoid or Minimize

Public Meeting August 2004



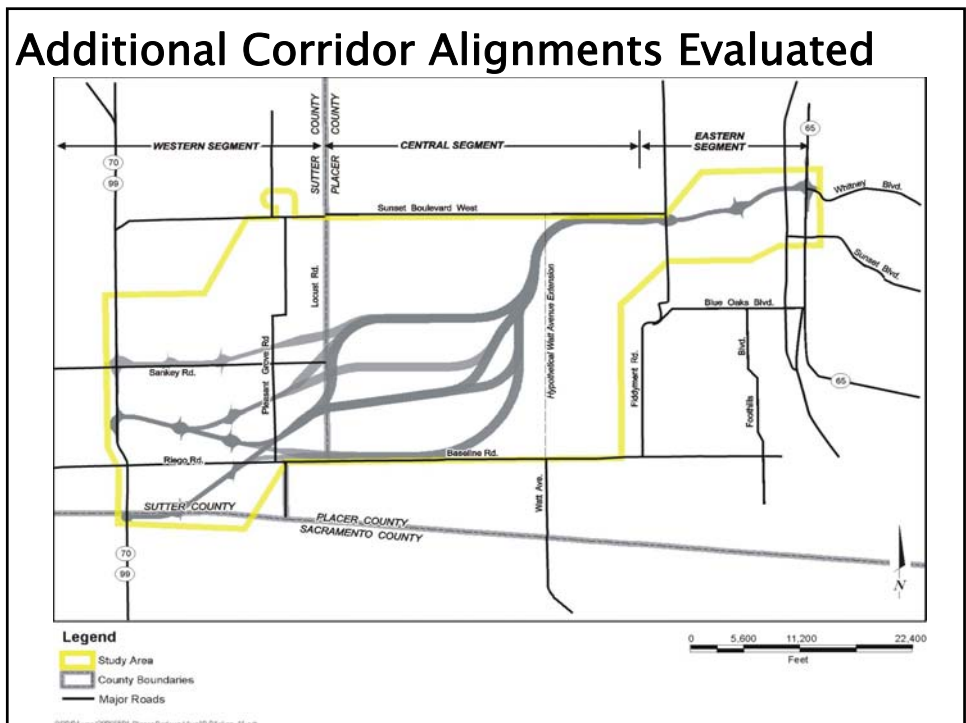
PLACER PARKWAY CORRIDOR PRESERVATION

ALTERNATIVES REFINEMENT

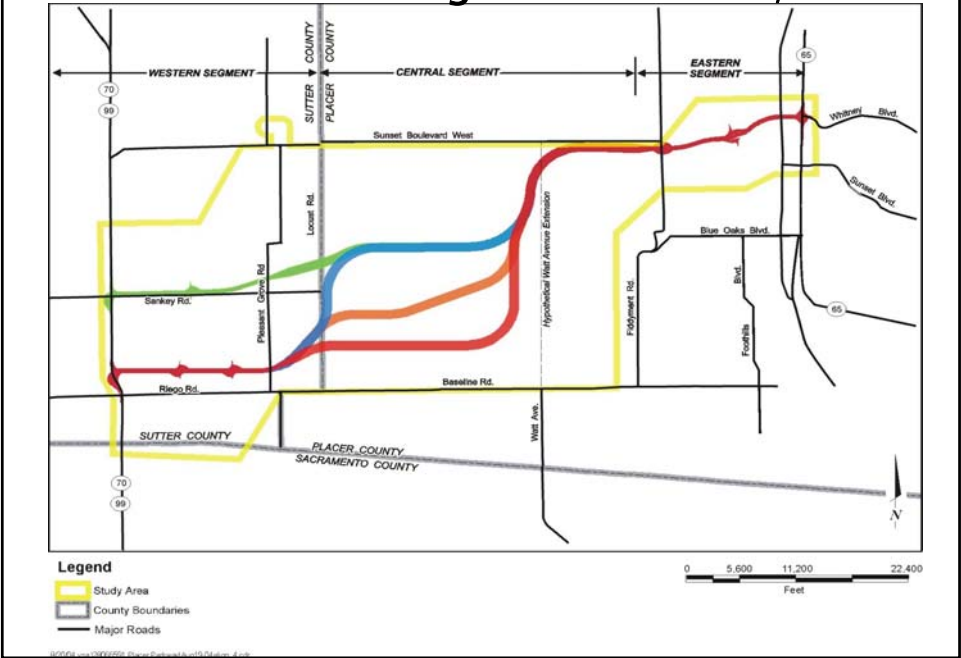


- ◆ Public Outreach
- ◆ NOI/NOP Comments
- ◆ Transportation Screening
- ◆ Environmental Screening
- ◆ NEPA/404 Process

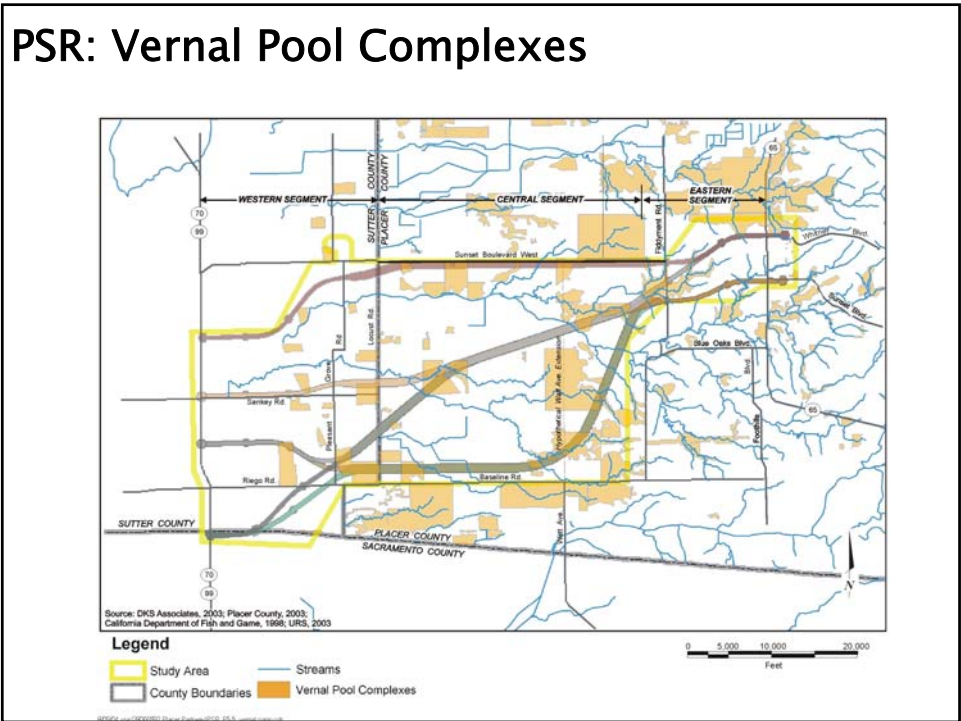
Public Meeting
August 2004



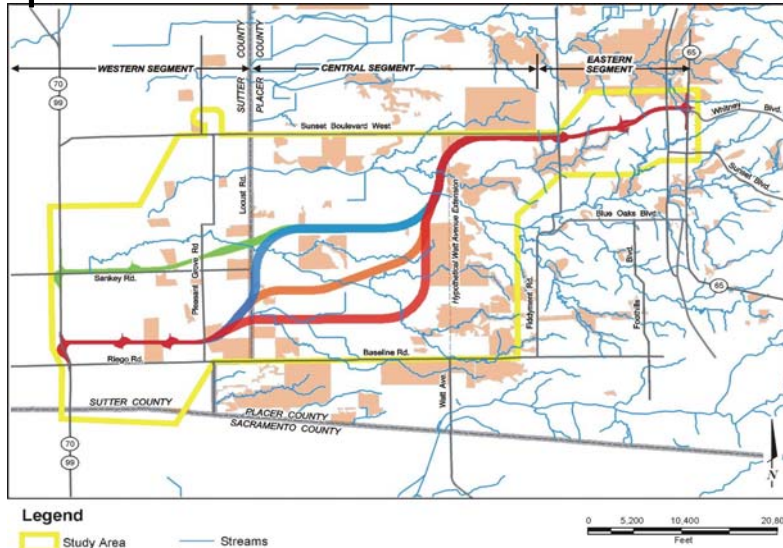
Potential Corridor Alignments for EIS/EIR



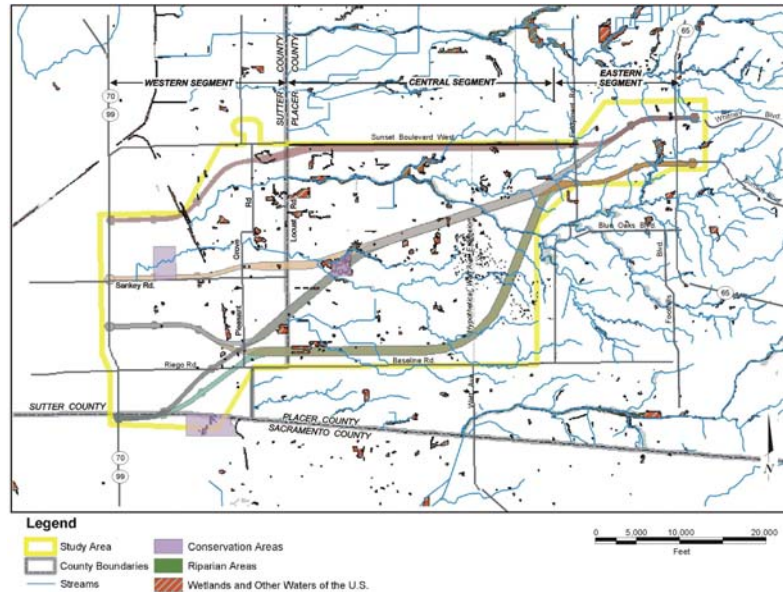
PSR: Vernal Pool Complexes



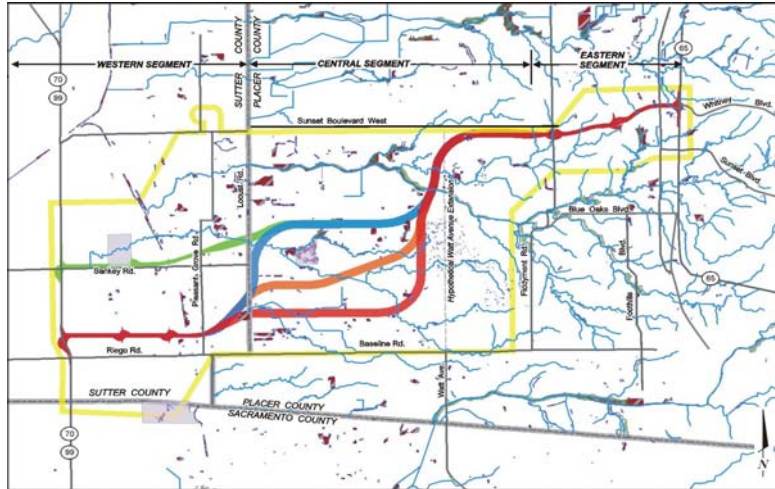
Potential Corridor Alternatives: Vernal Pool Complexes



PSR: Riparian, Wetland, and Conservation Areas



Potential Corridor Alternatives: Riparian, Wetland, and Conservation Areas

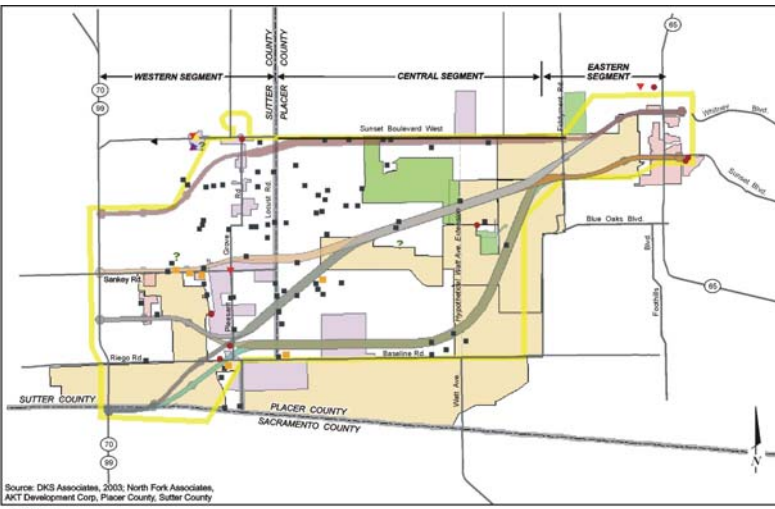


Legend

- Study Area
- County Boundaries
- Streams
- Major Roads
- Conservation Areas
- Riparian Areas
- Wetlands and Other Waters of the U.S.

0 5,250 10,500 21,000 Feet

PSR: Socioeconomic Resources



Source: DKS Associates, 2003; North Fork Associates, AXT Development Corp, Placer County, Sutter County

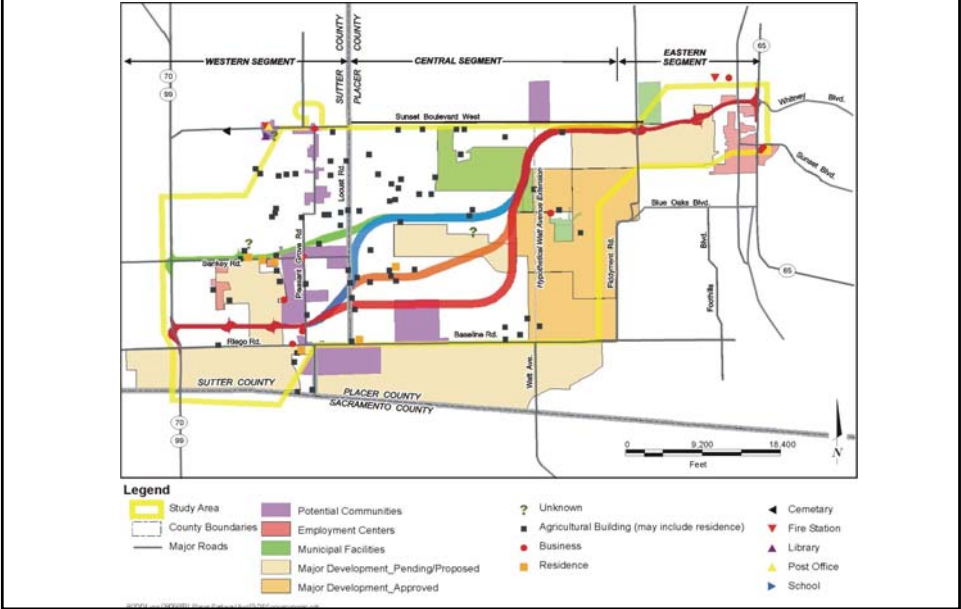
Legend

- Study Area
- County Boundaries
- Potential Communities
- Employment Centers
- Municipal Facilities
- Potential Major Development Areas
- Unknown
- Agricultural Building (may include residence)
- Business
- Residence
- Cemetery
- Fire Station
- Library
- Post Office
- School

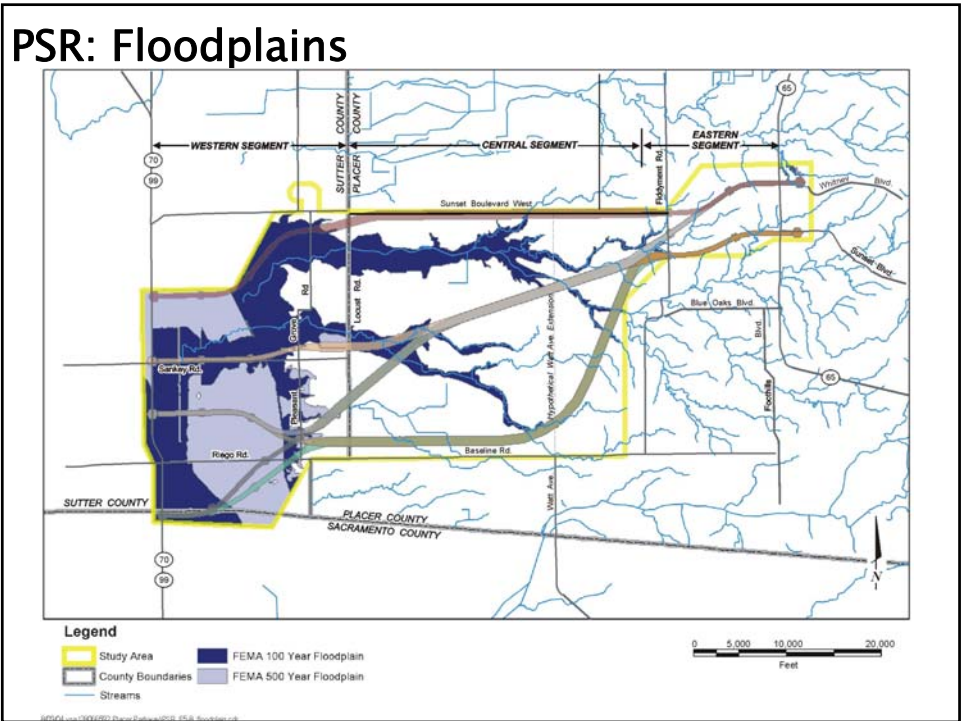
0 5,000 10,000 20,000 Feet

60504 vta 030302 Plac Pathw/PSR_PSA_socioeconomic.cdr

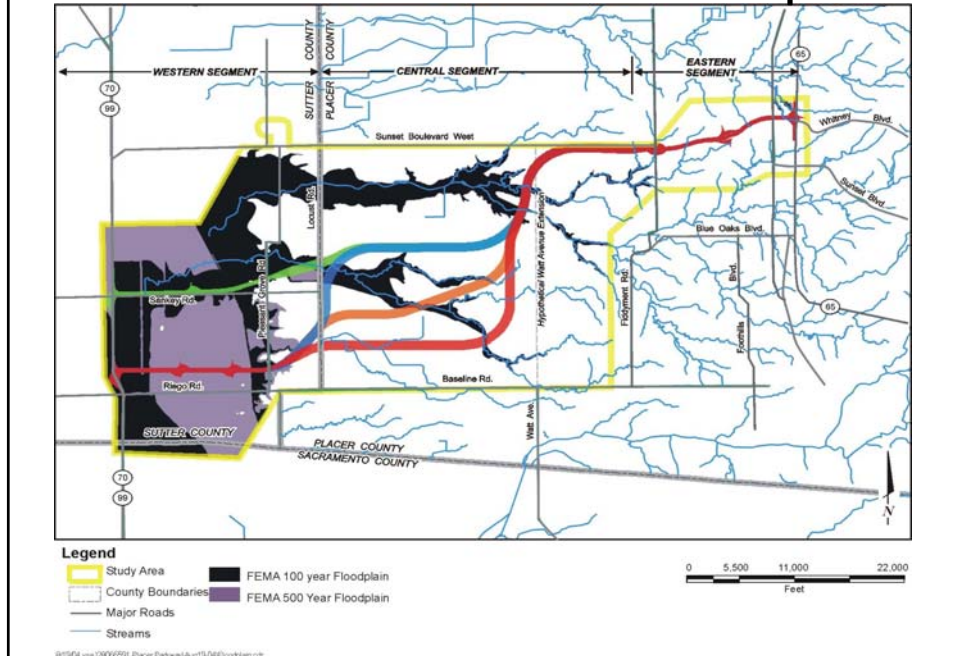
Potential Corridor Alternatives: Socioeconomic Resources



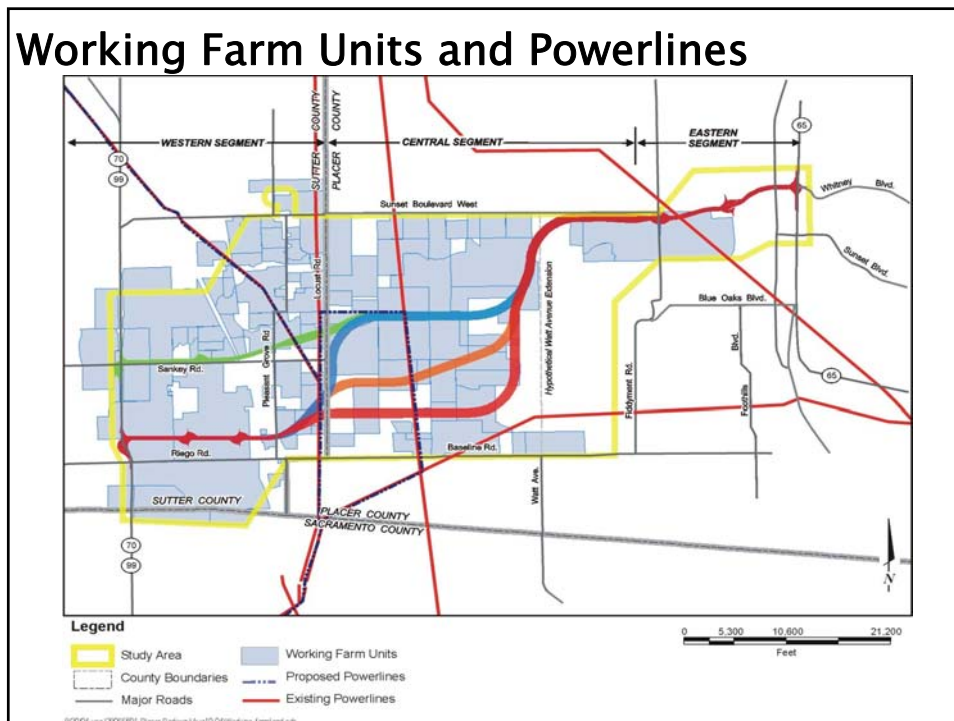
PSR: Floodplains




Potential Corridor Alternatives: Floodplains



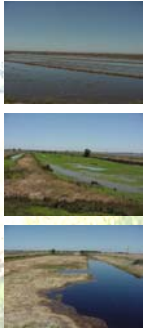
Working Farm Units and Powerlines





PLACER PARKWAY
CORRIDOR PRESERVATION

NEXT STEPS



- ◆ Continue NEPA/404 Process
- ◆ Continue Public Outreach Process
- ◆ Identify Alternatives for Study in Tier 1 EIS/EIR
- ◆ Prepare Tier 1 EIS/EIR
- ◆ Start Preserving the Corridor!

Public Meeting **August 2004**



PLACER PARKWAY
CORRIDOR PRESERVATION

DISCUSSION



- ◆ Project and Planning Process
- ◆ New or Additional Information about the Project Study Area
- ◆ Comments on the 4 Potential Corridor Alignment Alternatives Presented
- ◆ Other Comments

Public Meeting **August 2004**



**Thank You
for
Participating!**

Public Meeting

August 2004

Attachment A11
Selected Pages from Project Website



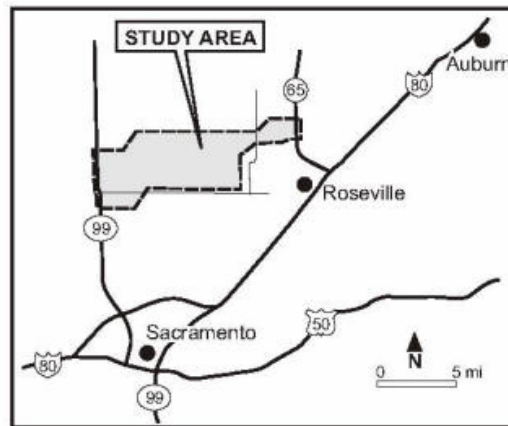
PLACER PARKWAY

CORRIDOR PRESERVATION

- ▶ Project Description
- ▶ Corridor Alternatives
- ▶ Environmental Review
- ▶ Funding
- ▶ Public Outreach
- ▶ Project Schedule
- ▶ Project Library
- ▶ Who to Contact

Welcome to the Placer Parkway Corridor Preservation Project!

The Placer Parkway is to be an approximate 15-mile long, high-speed transportation facility, which will connect State Route (SR) 65 in western Placer County to SR 70/99 in south Sutter County. It will link existing and planned development near some of the region's fastest growing communities while improving access to the I-5 corridor, downtown Sacramento, and the Sacramento International Airport.



Work, via two phases, is underway to identify and preserve a corridor for right-of-way acquisition.

Phase 1: Identify Corridor Alternatives

Completed - September 2005

» [5 Recommended Corridor Alternatives](#) (September 2005)

PUBLIC OUTREACH AND EVENTS

- ▶ Project Description
- ▶ Corridor Alternatives
- ▶ Environmental Review
- ▶ Funding
- ▶ Public Outreach
- ▶ Project Schedule
- ▶ Project Library
- ▶ Who to Contact

UPCOMING MEETINGS

There are no public meetings scheduled at this time.

Future public meeting will be noticed as work on the Draft Tier 1 EIS/EIR continues. Periodic updates to this page will provide when and where meetings will take place.

Please Note: There will be an opportunity to review and comment on the Draft Tier 1 EIS/EIR. The public review draft document is expected to be available by spring 2007. Notice of the draft's availability for review and comment will be made through the Federal Register, public notice, newsletter, web site posting, etc.

The Placer Parkway Corridor Preservation Project and its Tier 1 EIS/EIR will require several more years to complete. Continuing public input and agency coordination are keys to ensure the completion of a comprehensive planning and environmental review process.

CORRIDOR ALTERNATIVES AND ENVIRONMENTAL SCOPING

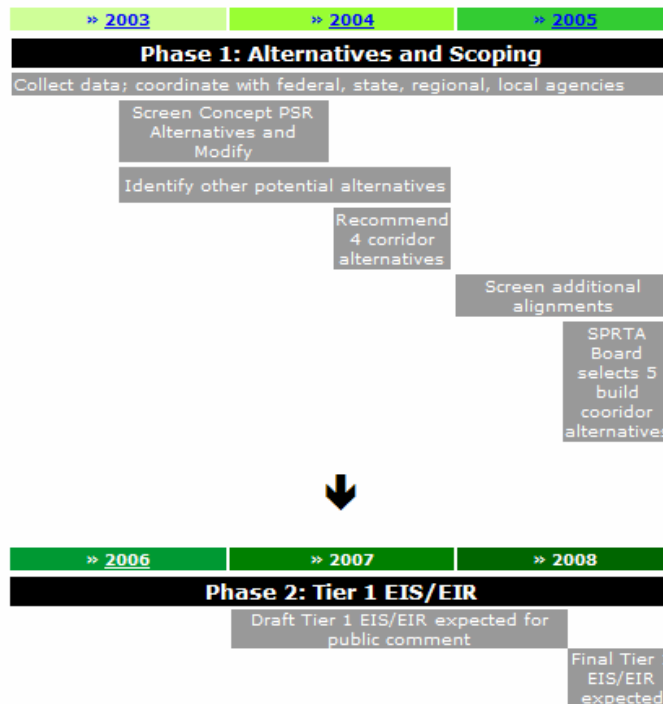
The public outreach and agency coordination process to identify the reasonable range of alternatives and to start the proposed project's environmental review included:

- ◆ Community stakeholder interviews
 [Interviews with Community Stakeholders Summary Report](#)
(September 2003)
- ◆ 18 advisory committee meetings
Technical Advisory Committee (TAC), Study Advisory Committee (SAC), and Policy Advisory Committee (PAC) meeting agendas, materials, and minutes are available - [contact PCTPA](#).
- ◆ Public scoping meetings in Roseville (October 6, 2003) and Pleasant Grove (October 9, 2003)
 [Scoping Meetings & Scoping Process Summary Report](#)
- ◆ Public Meetings in Roseville (August 23, 2004) and Pleasant Grove (August 26, 2004)


PROJECT SCHEDULE

- ▶ Project Description
- ▶ Corridor Alternatives
- ▶ Environmental Review
- ▶ Funding
- ▶ Public Outreach
- ▶ Project Schedule
- ▶ Project Library
- ▶ Who to Contact

For additional details on public outreach and technical process events, click on any of the years in the schedule below.



The project has two phases and timelines for completion:

- ◆ **Identify Corridor Alternatives**
Completed - September 2005
- ◆ **Complete Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1**



LIBRARY

- ▶ Project Description
- ▶ Corridor Alternatives
- ▶ Environmental Review
- ▶ Funding
- ▶ Public Outreach
- ▶ Project Schedule
- ▶ Project Library
- ▶ Who to Contact

The Library is organized according to phases and general chronology of the project. If what you are looking for is not located in the Library or if you have difficulty viewing any of these documents, please contact PCTPA at (530) 823-4030 or pctp@pctp.org to obtain a copy.

Many of the documents contained in the Project Library are Adobe PDF files. To view PDF files, you will need [Adobe Acrobat Reader](#).



Background Information

- [Project Location Map](#)
- [Project Study Area Map](#)
- [Project Summary Outline](#) (updated April 2006)

Phase 1 - Corridor Alternatives Identification

- [Placer Parkway Interconnect Study/Conceptual Plan](#) (2000)
 - [Figure B](#)
 - [Appendix C](#)
- [Placer Parkway Project Study Report](#) (2001)
- [Interviews with Community Stakeholders - Summary Report](#) (September 2003)
- [Technical Memorandum with Appendices A & B](#) (September 2004)
 - Figures:
 - [Project Location Map](#)
 - [PSR Concept Alignments](#)
 - [PSR Alternatives: Schematic Alignments](#)
 - [PSR Alignment Alternatives](#)
 - [Traffic Analysis Study Area of PSR Alternatives](#)
 - [Waterfowl and Other Upland Wildlife Habitat](#)
 - [Potential Special Status Species Habitat](#)

Attachment A12
List of Meetings with Individuals, Agencies and Community Members

**LIST OF MEETINGS
WITH INDIVIDUALS, AGENCIES, AND COMMUNITY MEMBERS**

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
2002	
10.15.2002	TAC Meeting – <i>Overview and Alternative Alignments</i> Roseville Corporation Yard, 2005 Hilltop Circle, Roseville
11.26.2002	Placer Co. Staff Meeting – <i>Coordination (see 12.26 summary letter)</i> Placer Co. Public Works, DeWitt Center 11444 B Ave., Auburn
12.6.2002	Sutter Co. Staff Meeting – <i>Orientation (see 12.20 summary letter)</i> 1160 Civic Center Blvd., Yuba City
2003	
2.10.2003	Sun City – Roseville Community Assn. – <i>Project Overview</i> Roseville
3.10.2003	Placer County Agricultural Commission – <i>Update</i> Placer County Planning Commission Room, DeWitt Center, Auburn
4.10.2003	Placer Legacy and County GIS Coordination Meeting Placer Co. Planning, 11414 B Ave., DeWitt Center, Auburn
4.30.2003	Sutter Co. Staff Meeting – <i>Update</i> Sutter County Board of Supervisors Office, 1160 Civic Center Blvd, Yuba City
5.1.2003	FHWA/Caltrans/PCTPA/SACOG Meeting – <i>Traffic Analysis and Modeling</i> URS, 2520 Venture Oaks Dr., Sacramento
8.21.2003	Federal Resource Interagency Meeting #1 – <i>Study Goals, Work Plan Approach, and GIS Data for Alternatives Screening</i> U.S. Army Corps of Engineers, 1325 J St., Sacramento
9.19.2003	Placer Legacy HCP Interagency Resources Group Meeting Placer Co. Planning Commission Room, DeWitt Center, Auburn
9.22.2003	City of Roseville Staff Meeting – <i>Non-PSR Alternatives</i> Civic Center, 311 Vernon, Roseville
10.6.2003	Sutter Co. Agricultural Commissioner Meeting – <i>Orientation</i> 142 Garden Highway, Yuba City
10.6.2003	Sutter Co. Staff Meeting – <i>Non-PSR Alternatives</i> Sutter County Board of Supervisors Office, 1160 Civic Center Blvd, Yuba City
10.20.2003	Placer Co. Board of Supervisors – <i>West Placer Co. Land Use Workshop</i> Placer Co. Board of Supervisors – “The Domes,” 175 Fulweiler Rd., Auburn

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
10.23.2003	Federal Resource Interagency Meeting #2 – <i>NEPA/404 Integration, Purpose and Need, and Planned and Projected Growth</i> U.S. Army Corps of Engineers, 1325 J St., Sacramento
11.5.2003	Placer Co. Staff Meeting – <i>Placer Ranch Specific Plan and De LaSalle University Proposals</i> Public Works, DeWitt Center 11444 B Ave., Auburn
11.17.2003	City of Roseville Staff Meeting – <i>WRSP and DEIR Comments</i> Civic Center, 311 Vernon St., Roseville
11.25.2003	Sutter Co. Staff Meeting – <i>CEQA Issues</i> Sutter County Board of Supervisors Office, 1160 Civic Center Blvd, Yuba City
12.2.2003	Placer Co. Agricultural Commissioner Meeting – <i>Ag. Issues</i> 11477 E Ave., DeWitt Center, Auburn
12.2.2003	Pleasant Grove/Curry Creeks Watershed Group Meeting – <i>Orientation</i> Civic Center, 311 Vernon St., Roseville
12.9.2003	PAC Member – P. Hill Meeting – <i>Access and No-Development Buffer Policies</i> PCTPA, 550 High St., Auburn
2004	
1.9.2004	United Auburn Indian Community of the Auburn Rancheria Meeting – <i>Project Overview, Tier 1 EIS/EIR Process, Relevant Cultural Resources in the Study Area, Traditional Cultural Properties in the Study Area, Input or Concerns, and Casino/Parking Lot Issues</i> Analytical Environmental Services -- 2021 N St., Sacramento
1.23.2004	Natomas Basin Conservancy Meeting – <i>Project Update, HCP Status Report, and HCP Resources Information</i> Sutter County Board of Supervisors Office, 1160 Civic Center Blvd, Yuba City
2.3.2004	Placer County Bicycle Advisory Committee – <i>Project Overview</i> Auburn City Hall, 1225 Lincoln Way, Auburn
2.4.2004	Roseville Staff Meeting -- <i>PSR Alternatives Screening Follow-up</i> Civic Center, 311 Vernon St., Roseville
2.19.2004	Placer County Staff Meeting – <i>PSR Alternatives Screening Follow-up</i> Public Works, DeWitt Center 11444 B Ave., Auburn
2.19.2004	Brookfield and Blue Oaks Developer Meeting PCTPA, 249 Nevada St., Auburn
2.24.2004	Loomis Staff Meeting – <i>PSR Alternatives Screening Follow-up</i> Town Hall, 6140 Horseshoe Bar Rd., Loomis

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
2.24.2004	Rocklin Staff Meeting – <i>PSR Alternatives Screening Follow-up</i> City Council Chambers, 3970 Rocklin Rd., Rocklin
3.9.2004	Lincoln City Staff Meeting – <i>PSR Alternatives Screening Follow-up</i> City Hall, 640 Fifth St., Lincoln
3.9.2004	Sutter Co. Staff Meeting – <i>PSR Alternatives Screening Follow-up</i> 1160 Civic Center Blvd., Yuba City
4.12.2004	Federal Resource Interagency Meeting #3 – <i>Project Status, Draft Modified NEPA/404 Process, Schedule/Data for Each Step, Draft Purpose and Need, EPA NOI comment Letter</i> U.S. Army Corps of Engineers, 1325 J St., Sacramento
4.12.2004	Placer Co. Agricultural Commission – <i>Project Update</i> Placer Co. Planning Commission Hearing Room, DeWitt Center, Auburn
5.3.2004	Federal Resource Interagency Meeting #4 – <i>Draft Purpose and Need, Project Development Background, Traffic Forecast Data, and Draft Modified NEPA/404 Process Agreement</i> U.S. Army Corps of Engineers, 1325 J St., Sacramento
5.5.2004	City of Sacramento and Sacramento County Staff Meeting – <i>PSR Alternatives Screening follow-up</i> 1231 I St., Sacramento
5.10.2004	Sutter Co. Staff Meeting – <i>SR 70/99 Interchanges</i> Sutter County Board of Supervisors Office, 1160 Civic Center Blvd, Yuba City
5.12.2004	City of Roseville Staff Meeting – <i>Watt Ave. and Local Roadway Network</i> Civic Center, 311 Vernon St., Roseville
5.18.2004	Brookfield (University Park) Developer Meeting <i>PCTPA, 249 Nevada St., Auburn</i>
6.9.2004	City of Roseville and Placer Co. Staff Meeting – <i>Watt Ave. and Local Roadway Network</i> Placer Co. Public Works, DeWitt Center 11444 B Ave., Auburn
6.18.2004	Placer Co. Planning and Public Works Staff Meeting – <i>Update</i> Placer Co. Public Works, DeWitt Center 11444 B Ave., Auburn
7.6.2004	Federal Resource Interagency Meeting #5 – <i>EPA Responses to Draft Purpose and Need, Watt Ave. Interchange, TSM Alternatives, Alternatives Input,</i> FHWA, 650 Capitol Mall, Sacramento
7.15.2004	SACOG Staff Meeting – <i>Update and Coordination</i> 1415 L St., Sacramento

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
8.9.2004	Sutter Co. Staff Meeting – <i>SR 70/99 Interchange Concepts and Local Roadway Assumptions</i> Sutter County Public Works, 1130 Civic Center Blvd, Yuba City
8.10.2004	Placer Co. Building Industry Association Meeting – <i>Update</i> 1536 Eureka Rd., Roseville
8.19.2004	Placer Co. Agricultural Commissioner Meeting – <i>Update</i> Placer Co. Public Works, DeWitt Center 11444 B Ave., Auburn
8.19.2004	Placer Co. Staff and De LaSalle University Developer Meeting – <i>Update</i> Placer Co. Public Works, DeWitt Center 11444 B Ave., Auburn
8.24.2004	Federal Resource Interagency Meeting #6 – <i>Purpose and Need, Screening Criteria, Environmental Resource Data and Screening Process, and Potential Corridor Alignment Alternatives</i> FHWA, 650 Capitol Mall, Sacramento
8.25.2004	Placer Architects, Geologists, Engineers and Surveyors (PAGES) – <i>Background, Issues, Potential Corridor Alignment Alternatives</i> Mary Belle’s Restaurant, Auburn
8.26.2004	Sierra Club – SAC Member Meeting – <i>Update</i> URS, 1380 Lead Hill Blvd., Roseville
9.13.2004	Audubon Society/ECOS SAC Member Meeting – <i>Update</i> URS, 1380 Lead Hill Blvd., Roseville
9.13.2004	Public Meeting Follow-up – <i>Sankey Rd. Property Owner</i> URS, 1380 Lead Hill Blvd., Roseville
9.13.2004	Public Meeting Follow-up – <i>Country Acres’ Property Owners</i> URS, 1380 Lead Hill Blvd., Roseville
9.16.2004	Placer Co. Planning Staff Meeting – <i>Placer County Conservation Plan</i> Placer Co. Planning, DeWitt Center 11414 B Ave., Auburn
10.1.2004	Sutter Co. Public Works Staff Meeting – <i>SR 70/99 and Local Roadway Assumptions</i> Sutter County Public Works, 1130 Civic Center Blvd, Yuba City
10.5.2004	De LaSalle University Developer Meeting – <i>Potential Corridor Alignment Alternatives</i> PCTPA, 249 Nevada St., Auburn
10.13.2004	City of Roseville – Visioning Committee Meeting – <i>Update</i> Roseville Corporation Yard, 2005 Hilltop Circle, Roseville
10.21.2004	Federal Resource Interagency Meeting #7 – <i>Purpose and Need, Screening Criteria/Process, EPA Input and Discussion</i> FHWA, 650 Capitol Mall, Sacramento

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
11.16.2004	Highway 49 Business Assn. Meeting – <i>Background, Issues, and Potential Corridor Alignment Alternatives</i> 21456 Grass Valley Highway, Auburn
11.17.2004	De LaSalle University Developers Meeting – Potential Corridor Alignment Alternatives URS, 2530 Venture Oaks Way, Sacramento
11.22.2004	Placer Co. Staff and Resources Law Group Meeting – <i>Mitigation Strategies</i> Placer Co. Public Works, DeWitt Center 11444 B Ave., Auburn
11.30.2004	Sutter Co. Board of Supervisors Study Session – <i>Potential Corridor Alignment Alternatives</i> 466 Second Street, Yuba City
12.14.2004	Sierra Club – SAC Member (Alan Green) Meeting – <i>Bus Rapid Transit</i> PCTPA, 249 Nevada Street, Auburn
12.18.2004	FHWA, Caltrans, and Placer Ranch Specific Plan Meeting -- <i>Fiddymint Interchange</i> PCTPA, 249 Nevada Street, Auburn
12.28.2004	Sierra Club – SAC Member (Alan Green) Meeting – <i>Bus Rapid Transit and Specific Plan Coordination</i> PCTPA, 249 Nevada Street, Auburn
2005	
1.10.2005	Lincoln Rural Municipal Advisory Council – <i>Project Update</i> 3333 Mt. Pleasant Rd., Lincoln
1.11.2005	Placer County Building Industry Association (BIA) – <i>Project Update</i> 1536 Eureka Rd., Roseville
1.12.2005	Sheridan Municipal Advisory Council – <i>Project Update</i> 6005 Camp Far West Road, Sheridan
1.25.2005	Federal Resource Interagency Meeting #8 – <i>Background, Framework to Advance Project, Identify Agencies and Objectives, Summary of Agreements, and Action Items</i> FHWA, 650 Capitol Mall, Sacramento
3.10.2005	Federal Resource Interagency Meeting #9 – <i>Western Placer County – Land Use and Conservation Planning , Purpose and Need, Screening Criteria, Range of Alternatives, Alternatives Most Likely to Contain LEDPA, and Mitigation Framework</i> FHWA, 650 Capitol Mall, Sacramento
3.24.2005	Placer County Conservation Plan (PCCP) – <i>Interagency Working Group Meeting</i> Placer County Planning, 11414 B Ave., Auburn

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
3.24.2005	KT Communities – <i>Two Alignments Screening Work Plan, Schedule, and Cost Estimate Meeting</i> PCTPA, Auburn
4.6.2005	Placer County Conservation Plan (PCCP) – <i>Interagency Working Group Meeting</i> Placer County Planning, 11414 B Ave., Auburn
4.12.2005	Placer County Conservation Plan (PCCP) – <i>Interagency Working Group Meeting</i> Placer County Planning, 11414 B Ave., Auburn
4.13.2005	U.S. Fish and Wildlife Service Orientation Meeting – <i>Project Background, Modified NEPA/404 Process, Purpose and Need, and Phase 1 Screening and Alternatives Identification Process</i> U.S. Fish and Wildlife Service, 2800 Cottage Way, Sacramento
4.18.2005	Modified NEPA/404 Process (Federal Resource Interagency) Meeting #10 – <i>Alternatives Screening Criteria</i> FHWA, 650 Capitol Mall, Sacramento
4.26.2005	Placer County Conservation Plan (PCCP) – <i>SPRTA/Parkway Issues</i> Placer County Planning, 11414 B Ave., Auburn
5.18.2005	Modified NEPA/404 Process (Federal Resource Interagency) Meeting #11 – <i>Group Decision-making Process and Schedule, Action Items Review, Screening Criteria for Selecting the Range of Alternatives, and Range of Alternatives</i> FHWA, 650 Capitol Mall, Sacramento
6.8.2005	Placer County Conservation Plan (PCCP) – <i>SPRTA/Parkway Issues Meeting</i> U.S. Fish and Wildlife Service, 2800 Cottage Way, Sacramento
6.28.2005	Modified NEPA/404 Process (Federal Resource Interagency) Meeting #12 – <i>Consultation Process Status, Action Items Review, and Range of Feasible Alternatives</i> FHWA, 650 Capitol Mall, Sacramento
7.20.2005	New Alignments Screening Meeting – Placer County/City of Roseville Civic Center, 311 Vernon St., Roseville
8.2.2005	Construction Materials Association of California – <i>Background, Issues, and Corridor Alternatives Identification</i> Rusty Duck – 500 Bercut Drive, Sacramento
8.8.2005	Modified NEPA/404 Process (Federal Resource Interagency) Meeting #13 – <i>Consultation Process Status, Action Items Review, and Continue Discussion on the Range of Feasible Alternatives</i> FHWA, 650 Capitol Mall, Sacramento
8.22.2005	Sierra Club and Environmental Council of Sacramento -- <i>Project Update</i> 1414 K St. – Ste. 500, Sacramento

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
9.19.2005	Sutter County Coordination – <i>Local Roadway Access, SR 70/99 Interchanges and Measure “M” Land Uses/Circulation</i> Sutter County Board of Supervisors Office, 1160 Civic Center Blvd, Yuba City
9.27.2005	Expanded Corridor Alternative and Resource Opportunities Meeting Placer County Planning Dept., 11414 B Ave., Auburn
9.28.2005	Federal and State Resource Agencies Coordination Meeting – <i>Regional Conservation and Development Strategy</i> U.S. Army Corps of Engineers, 1325 J St., Sacramento
10.6.2005	Modified NEPA/404 Process (Federal Resource Interagency) Meeting #14 – <i>Consultation Process Status, Action Items Review, and Range of Feasible Alternatives Continuation</i> FHWA, 650 Capitol Mall, Sacramento
10.06.2005	Placer County Conservation Plan (PCCP) – <i>Landowner Meeting</i> U.S. Fish and Wildlife Service, 2800 Cottage Way, Sacramento
10.27.2005	Placer County Conservation Plan (PCCP) – <i>Policy Group Meeting -- PCCP Update, Participating Agencies, and Relationship of 404 LEDPA to PCCP Reserve Design</i> U.S. Fish and Wildlife Service, 2800 Cottage Way, Sacramento
10.31.2005	Placer County Conservation Plan (PCCP) – <i>SPRTA Participation and Costs</i> Placer County Planning Dept., 11414 B Ave., Auburn
11.3.2005	Placer County and Sutter County Fire Dept. – <i>Project Update and Emergency Access</i> Placer County Fire Station, 1300 Athens Ave., Lincoln
11.3.2005	Modified NEPA/404 Process (Federal Resource Interagency) Meeting #15 – <i>Consultation Process Status, Action Items Review, and Complete Range of Feasible Alternatives</i> FHWA, 650 Capitol Mall, Sacramento
11.4.2005	Placer Ranch Specific Plan and EIR Conference Call – <i>Placer County, Placer Ranch and PCTPA Coordination</i>
11.8.2005	SACOG Meeting – <i>MEPLAN Program Feasibility – Growth-Inducement</i> 1415 L St., Sacramento
11.19.2005	Placer County Conservation Plan (PCCP) – <i>Landowners Meeting</i> U.S. Fish and Wildlife Service, 2800 Cottage Way, Sacramento
11.21.2005	Lincoln Rural Municipal Advisory Council – <i>Update</i> 3333 Mt. Pleasant Rd., Lincoln
2006	
2.15.2006	Law Enforcement Agencies Coordination Meeting (Rocklin, Roseville, Placer and Sutter County Sheriffs Office) – <i>Project Overview and Emergency/Local Access Issues</i> Rocklin EOC – 4080 Rocklin Rd., Rocklin

MEETINGS WITH INDIVIDUAL, AGENCIES, AND COMMUNITY MEMBERS	
DATE	MEETING
2.15.2006	SACOG and MEPLAN Meeting – <i>Project Overview, MEPLAN and Scope of Work, Data Input Identification, and Schedule/Cost Estimates</i> SACOG – 1415 L Street, Sacramento
3.1.2006	Modified NEPA/404 Process (Federal Resource Interagency) Meeting #16 – <i>MEPLAN and growth Assessment Tool, Discussion/Feedback, and Range of Feasible Alternatives -- Concurrence</i> FHWA, 650 Capitol Mall, Sacramento
3.22.2006	PCCP Update Meeting – PCCP Status Placer County Planning Dept., 11414 B Ave., Auburn
3.28.2006	U.S. Fish and Wildlife Service Meeting – Project Status, PCCP Status, Biological Resource Evaluation, and Schedule USFWS Office, 2800 Cottage Way, Sacramento

1. Note: This list does not include Advisory Committee meetings, Project Team Development (PDT) meetings, or modified NEPA/404 meetings conducted with federal resource agencies.

APPENDIX B
NOI/NOP AND COMMENT LETTERS

Appendix B1
NOI and NOP

Disadvantages:

- Fixed facilities are usually able to afford better classroom training than is available at local sites.

- As more mobile units come on line providing more economical training and greater mobility, the large fixed facilities may further decline in use.

- A Mobile Aircraft Fire Trainer is limited to roughly 2600 square feet in ground fire to remain mobile. (However, some of the large fixed LPG facilities only burn 1/4 of the pit at a time during a training exercise. This is not true for hydrocarbon fuel pits since once the pit is lit, the entire pit has to burn. For example, the 10,000 square foot requirement for the index C airport using propane would only use 2,500 square feet. This is considered adequate because, when the attack is made on a 10,000 square foot fire, the fire fighter will only see 1/4 of the fire at any given time. The cost of fuel is another reason for this practice. Based on the above facts, a mobile unit with 2,600 square feet of fire burn area would be sufficient for a larger index airport for training each year if it were used properly.)

Recognizing the Mobile Aircraft Fire Trainer technology, FAA issued Certalert No. 96-01, Annual Live Fire Drill Qualification, dated October 23, 1996. This certalert confirmed the appropriateness, under certain limitations for large size airports, to use interior/exterior fire training simulators, either stationary or mobile, as a means of meeting part 139 training requirements. The FAA is not proposing to mandate the use of the mobile simulator, but rather to interpret the annual use of mobile simulators as meeting the requirements of part 139, if the airport operator wants to use that option. To this end, we seek comments on the advisability of such a proposal.

Issued in Washington, DC on September 12, 2003.

David L. Bennett,

Director, Office of Airport Safety and Standards.

[FR Doc. 03-23873 Filed 9-17-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Placer and Sutter Counties, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent

to prepare a Tier 1 Environmental Impact Statement (EIS) for the Placer Parkway Corridor Preservation, a proposed transportation corridor in western Placer and eastern Sutter Counties, California.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Healow, Transportation Engineer, Federal Highway Administration, 980 9th St., Suite 400, Sacramento, CA 95814-2724. Telephone: (916) 498-5849.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of Federal Register's home page at <http://www.nara.gov/fedreg> and the Government Printing Office's Web page at <http://www.access.gpo.gov/nara>.

Background

The FHWA, in cooperation with the California Department of Transportation (Caltrans), Sutter County, and the South Placer Regional Transportation Authority (SPRTA), will prepare a Tier 1 Environmental Impact Statement (EIS) on a proposal to preserve a right-of-way corridor for a future transportation facility approximately 15 miles long that would connect State Route 65 in Placer County, north of the City of Roseville, and State Route 70/99 in Sutter County, north of the City of Sacramento. Three corridor concepts were identified in a Project Study Report prepared in 2001. One concept would consist of a 14.4 mile long, four-lane expressway/freeway connection from SR 65 at Whitney Boulevard to SR 70/99 at a point about one mile north of Sankey Road. This concept would parallel Sunset Boulevard West and Howsley Road for most of its east-west route. Another concept would consist of a 14.3 mile long, four-lane freeway connection from SR 65 at Sunset Boulevard to SR 70/99 at a point about one mile north of Riego Road. West of Fiddymont Road, this concept would travel diagonally through the agricultural area that lies between Sunset Boulevard West and Baseline Road. A third concept would be 15.6 miles long and connect SR 65 at Whitney Boulevard to SR 70/99 at a point about one-mile south of Riego Road. It would also travel through the agricultural area between Sunset Boulevard West and Baseline Road, but would parallel Baseline Road more closely. These concepts, together with

other feasible alignments that may be identified during the scoping process, will be evaluated to determine the alternatives that will be analyzed in the EIS.

The Placer Parkway Corridor includes some of the fastest growing communities in the Sacramento region. The population in south Placer County will nearly double between 2000 and 2025. Employment in the SR 65 "high-tech" corridor is expected to grow even faster than the population. Sutter County has designated a large area on the western side of the Placer Parkway Corridor for up to 3,500 acres of industrial and commercial development. By 2025, total employment in southwest Placer County is projected to exceed total employment in downtown Sacramento. Anticipated development in the area will dramatically increase travel demand over the next 20 years and beyond. At the same time, daily traffic volumes on I-80 south of the study area are projected to increase nearly 40 percent in the already congested area south of the project area. Travel speeds will decline as well on local thoroughfares. Congestion on inter-regional roadways will adversely impact access to jobs. Free-flowing access and reliable travel times to both the Sacramento International Airport and the Lincoln Airport are important to this growing regional job center. A new controlled-access highway connection between SR 65 and SR 70/99 would benefit the regional transportation system by providing an alternative to SR 65 and I-80, thereby reducing traffic demand in these existing freeway corridors.

The proposed Parkway project is identified in the Sacramento Council of Government's (SACOG) 2025 Metropolitan Transportation Plan (MTP) and the 2022 Placer County Regional Transportation Plan.

Federal and state environmental laws allow "tiered" environmental review. Tiering is a way to focus environmental studies during the planning process at the same level of detail as the plans. The first tier document (Tier 1) allows an agency to focus on broad environmental issues and areawide air quality and land use implications, which may correlate directly to early planning decisions, such as the type, the general location, and major design features of a roadway. The Tier I EIS will also evaluate potential cumulative and indirect impacts and identify potential conceptual mitigation for impacts. This work will rely largely on existing Geographic Information System (GIS) data and limited fieldwork. The Tier I EIS will not result in any construction.

Second tier (Tier 2) documents involve environmental analyses and review that address a narrower geographic area, a more focused set of issues, and a specific proposed action. A Tier 2 document relies on a summary of the work in a Tier 1 document relative to broad environmental issues, which avoids unnecessary repetition. This also allows the Tier 2 document to be focused on the project impacts based on the additional details, such as design, construction, and operation of the proposed project, available in later stages of project planning.

The Tier 1 EIS will evaluate alternatives for corridors ranging from 500 to 1,000 feet wide. The 500 foot wide segments will be at the east and west ends near the State route connections. The 1,000 foot wide central segment will be generally from Fiddyment Road to Pleasant Grove Road. Because of pending and anticipated urban development in the vicinity, completing a Tier 1 EIS is critical to corridor preservation. When the Tier 1 EIS is completed, the selected corridor will be protected by acquiring key properties, securing rights in property, or other suitable means.

As a separate project in the future, a Tier 2 document would be prepared to evaluate the future transportation facility alignment or footprint within the selected corridor. This project-level environmental review would examine potential impacts, costs, and mitigation for construction and operation of the transportation facility.

The Placer Parkway concept was developed by the following two planning studies, both of which were adopted by the Placer County Transportation Planning Agency (PCTPA) and SACOG. Copies of these studies are available on PCTPA's Web site: <http://www.pctpa.org>.

The 2000 Placer Parkway Conceptual Study provided a preliminary scope, project goals/policies, concept alignment alternatives, and a funding strategy. The 2001 Placer Parkway Project Study Report (PSR) clarified policy direction, identified and evaluated several concept corridor alternatives for programming purposes, and identified a number of potential impacts, including impacts to air quality, biological resources, cultural resources, floodplains, hazardous waste, soils and seismicity, water quality, noise, land use, socio-economics, and public services.

A new transportation model will be developed and environmental information will be collected and mapped. Conceptual corridor alternatives identified in the Conceptual

Plan and the PSR will be refined and new corridor alternatives will be developed. Corridor alternatives will be screened using transportation, environmental, and engineering criteria. This process will establish the corridor alternatives to be considered in the Tier 1 EIS.

Public meetings will be held to present the identified alternatives for evaluation in the Tier 1 EIS. Public scoping meetings will be held in:

- Placer County—Monday, October 6, 2003, 4 to 8 p.m. Maidu Community Center, Meeting Rooms 1 & 2, 1550 Maidu Drive, Roseville, CA 95661
- Sutter County—Thursday, October 9, 2003, 4 to 8 p.m. Pleasant Grove School, 3075 Howsley Road, Pleasant Grove, CA 95678

To ensure that a full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action or the Tier 1 EIS should be directed to the FHWA at the address provided above or to Celia McAdam, Executive Director, PCTPA, 550 High Street, Suite 107, Auburn, CA 95603.

Issued on: September 12, 2003.

Leland Dong,

North Region Team Leader, Sacramento, California.

[FR Doc. 03-23836 Filed 9-17-03; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA-98-4334, FMCSA-99-5578, FMCSA-99-6480, FMCSA-2000-7363, FMCSA-2000-7918, FMCSA-2001-9258, FMCSA-2001-9561]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of renewal of exemption; request for comments.

SUMMARY: This notice publishes the FMCSA decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 26 individuals. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting these exemptions will provide a level of safety that will be equivalent to, or greater than, the level of safety maintained

without the exemptions for these commercial motor vehicle (CMV) drivers.

DATES: This decision is effective September 23, 2003. Comments from interested persons should be submitted by October 20, 2003.

ADDRESSES: You may submit comments identified by DOT DMS Docket Numbers FMCSA-98-4334, FMCSA-99-5578, FMCSA-99-6480, FMCSA-2000-7363, FMCSA-2000-7918, FMCSA-2001-9258, and FMCSA-2001-9561 by any of the following methods:

- Web site: <http://dms.dot.gov>.
- Follow the instructions for submitting comments on the DOT electronic docket site.
- Fax: 1-202-493-2251.
 - Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.
 - Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
 - Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

Instructions: All submissions must include the agency name and docket numbers for this notice. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Zywockarte, Office of Bus and Truck Standards and Operations, (202) 366-2987, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Public Participation: The DMS is available 24 hours each day, 365 days

Notice of Preparation

To: State Clearinghouse
Responsible Agencies
Trustee Agencies
Other Interested Parties
(refer to Distribution List)

From: Celia McAdam
Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Subject: **Notice of Preparation of a Draft Tier 1 Environmental Impact Statement and Environmental Impact Report**

Project Title: **Placer Parkway Corridor Preservation Project**

Background: The South Placer Regional Transportation Authority (SPRTA) is the Lead Agency for this project under CEQA. Sutter County is in the process of formalizing an agreement to associate with SPRTA as a Co-Lead Agency for the project. SPRTA has authorized the Placer County Transportation Planning Agency to prepare the necessary environmental document. Because of potential future federal funding, a joint NEPA/CEQA document is to be prepared. The Federal Highway Administration (FHWA) will be the federal Lead Agency under NEPA, working in conjunction with the California Department of Transportation (Caltrans). It has been determined that a Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) will be prepared for the project described below.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Tier 1 EIS/EIR prepared by our agency when considering the project at this corridor preservation level. There will be additional opportunities for you or your agency to comment on the Placer Parkway at the later, specific-project stage (Tier 2).

The project description, location, and the potential environmental effects are noted below. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response and direct questions to Celia McAdam, Executive Director at the address shown above. We will need the name of a contact person in your agency.

Notice of Agency and Public Scoping Meetings

Scoping meetings to gather comments and information from the public and agencies regarding the proposed project are scheduled in each county. The meetings are:

- Placer County -- Monday, October 6, 2003, 4:00 to 8:00 PM. Maidu Community Center, Meeting Rooms 1 & 2, 1550 Maidu Drive, Roseville, CA 95661
- Sutter County -- Thursday, October 9, 2003, 4:00 to 8:00 PM. Pleasant Grove School, 3075 Howsley Road, Pleasant Grove, CA 95678

All interested parties are invited to attend and provide comments on the scope of the Tier 1 EIS/EIR.

Project Description for the Placer Parkway Corridor Preservation Project

The project is the acquisition or preservation of right of way for a future Parkway connecting State Route 65 in Placer County, California and State Route 70/99 in Sutter County, California. These north-south routes are approximately 15 miles apart in the project area. Three corridor concepts connecting these routes were identified in a Project Study Report prepared in 2001. One concept would consist of a 14.4 mile-long, four-lane expressway/freeway connection from SR 65 at Whitney Boulevard to SR 70/99 at a point about one mile north of Sankey Road. This concept would parallel Sunset Boulevard West and Howsley Road for most of its east-west route. Another concept would consist of a 14.3 mile-long, four-lane freeway connection from SR 65 at Sunset Boulevard to SR 70/99 at a point about one-mile north of Riego Road. West of Fiddymont Road, this concept would travel diagonally through the agricultural area that lies between Sunset Boulevard West and Baseline Road. A third concept would be 15.6 miles-long and connect SR 65 at Whitney Boulevard to SR 70/99 at a point about one-mile south of Riego Road. It would also travel through the agricultural area between Sunset Boulevard West and Baseline Road, but would parallel Baseline Road more closely. These concepts, together with other feasible alignments that may be identified during the scoping process, will be evaluated to determine the alternatives that will be analyzed in the Tier 1 EIS/EIR.

The Placer Parkway Corridor includes some of the fastest growing communities in the Sacramento region. The population in south Placer County will nearly double between 2000 and 2025. Employment in the SR 65 "high-tech" corridor is expected to grown even faster than the population. Sutter County has designated a large area on the western side of the Placer Parkway Corridor for up to 3,500 acres of industrial and commercial development. By 2025, total employment in southwest placer county is projected to exceed total employment in downtown Sacramento. Anticipated development in the area will dramatically increase travel demand over the next 20 years and beyond. At the same time, daily traffic volumes on I-80 south of the study area are projected to increase nearly 40% in the already congested area south of the project area. Travel speeds will decline as well on local thoroughfares. Congestion on inter-regional roadways will adversely impact access to jobs. Free-flowing access and reliable travel times to both the Sacramento International Airport and the Lincoln Airport are important to this growing regional job center. A new controlled-access highway connection between SR 65 and SR 70/99 would benefit the regional transportation system by providing an alternative to SR 65 and I-80, thereby reducing traffic demand in these existing freeway corridors.

The project study area within which alternative corridors are to be identified and evaluated is approximately 53 square miles. The proposed Parkway project is identified in the Sacramento Council of Government's (SACOG) 2025 Metropolitan Transportation Plan (MTP) and the 2022 Placer County Regional Transportation Plan. A 2001 Project Study Report (PSR) for Placer Parkway identified several concept corridors in the area. However, none of these corridors is fixed and the entire study area will be reviewed for additional potential corridors or variations of those previously identified. The study area is shown on the attached map, Figure 1.

The project was initiated by the Placer County Transportation Planning Agency in response to anticipated growth in residential and commercial/industrial land uses and the need to link rapidly growing areas of western Placer County and planned industrial development in south Sutter County. The Placer Parkway concept was developed by two planning studies adopted by both the PCTPA and SACOG Boards. Copies of these studies are available on PCTPA's web site: www.pctpa.org.

2000 Placer Parkway Conceptual Study. Because of rapid regional urban development and increasing traffic congestion, this study was prepared to outline the Parkway concept. The study was based on an extensive public participation program involving advisory committees, public meetings, press releases, and newsletters. It included local, regional, state staffs; special interest groups; and elected officials from

Placer, Sutter, Sacramento, and Yolo Counties and the cities of Lincoln, Rocklin, and Roseville. The plan provided input on preliminary scope, project goals/policies, concept alignment alternatives, and a funding strategy.

2001 Placer Parkway Project Study Report (PSR). Using a similar public participation program to the 2000 Study, the PSR clarified policy direction, and identified and evaluated several concept corridor alternatives for programming purposes. The PSR's preliminary environmental analysis identified a number of potential impacts. Impacts were considered moderate to high for air quality, biological resources, cultural resources, floodplains, hazardous waste, soils and seismicity, water quality, noise, land use, socio-economics, and public services. The PSR resulted in cost estimates for subsequent environmental and engineering work. The PSR was the basis for securing Tier 1 EIS funding.

The transportation facility is to facilitate the movement of people and goods within the region. Currently, passenger and commercial vehicle drivers desiring to travel between SR 65 north of Roseville and SR 70/99 in the airport vicinity must use local roads or congested Interstate 80, south of the project area. The proposed future Parkway would shorten the travel distance and time for east-west bound passenger and commercial traffic in western Placer County and southern Sutter County.

This project is focused on corridor preservation. No specific transportation facility location or design will be part of the project at this time. In the future, a specific alignment "footprint" will be identified as part of the next level of environmental analysis (Tier 2), when the design of the Parkway is undertaken. Actual construction funding for the transportation facility is not anticipated until after 2015.

The environmental document for the project will be a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1 EIS/EIR). Tiering will allow for subsequent environmental documentation to be based on the Tier 1 document, with appropriate additional documentation at such time as detailed alignments and designs are available. The tiering concept incorporates the elements of a staged EIR (CEQA Guidelines Section 15167) and a Program EIR (Section 15168), which consider projects with multiple stages or that are logical parts in a chain of contemplated actions. As previously noted, this will be a joint federal/state environmental document. The FHWA regulations for implementing NEPA state that tiering may be appropriate for major transportation activities. "The first tier EIS would focus on broad issues such as general location, mode choice, and areawide air quality and land use implications of the major alternatives. The second tier would address site-specific details on project impacts, costs, and mitigation measures." (23 C.F.R. § 771.111(g)).

A Tier 1 document does not have the detail of a project-level (Tier 2) document. The scope and level of analysis of the critical issues in the document will satisfy CEQA, Caltrans, and FHWA requirements necessary to approve a preferred corridor location and to authorize right-of-way corridor protection. Protection may include acquisition of property or rights in property, or other suitable means of preservation. One or more Tier 2 documents, to be prepared at a later date, will address project-specific issues and describe in greater detail the project environmental consequences, design alternatives, and project mitigation.

The scoping process for this proposed action will include coordination and consultation with agencies, groups, and individuals. Public information meetings were conducted in 2000-2001 during development of the PSR and identification of concept corridor alignments. Refinement of the concepts identified, and of any additional viable concept corridors identified, will be based on additional traffic and environmental screening and information derived from this scoping process. This process will establish the set of alternatives to be considered in the Tier 1 EIS/EIR. Meetings are currently scheduled for Placer and Sutter counties as indicated above. Additional public meetings will be held in the future to present

identified alternatives for evaluation in the Tier 1 EIS/EIR. The draft Tier 1 EIS/EIR will be circulated to the public and public hearings conducted in accordance with state and federal law.

Probable Environmental Effects

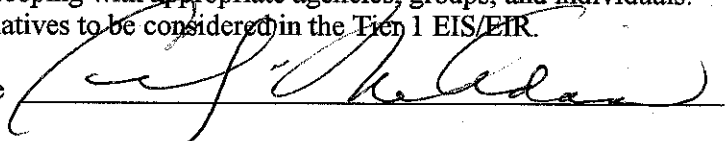
An Initial Study (IS) is not required because it has already been determined that an EIR will be prepared. The probable environmental effects of the project are described below.

The acquisition or preservation of corridor right of way is expected to have minimal environmental effects, on its own. However, a future Parkway located within the selected corridor alternative has the potential to affect a number of resources. The PSR's preliminary environmental analysis identified a number of potential impacts. Impacts were considered potentially moderate to high for air quality, biological resources (e.g., wetlands, special status species, and wildlife impacts), cultural resources, floodplains, hazardous waste, soils and seismicity, water quality, noise, land use, socio-economics (e.g., community, economic, and farmland impacts) and public services. These and other topics identified during the scoping process, including the project's potential for growth inducement, will be considered in the Tier 1 EIS/EIR.

A new transportation model will be developed. Current environmental information will be collected and mapped. Conceptual corridor alternatives identified in the Conceptual Plan and the PSR will be refined. New corridor alternatives will be developed. Corridor alternatives will be screened using transportation, environmental, and engineering criteria and scoping with appropriate agencies, groups, and individuals. This process will establish the corridor alternatives to be considered in the Tier 1 EIS/EIR.

Date: September 18, 2003

Signature



Title: Celia McAdam, Executive Director, PCTPA

Telephone: (530) 823-4030

Attachments:
Figure 1 (map)
Distribution List

**Appendix B2
Comments**

WRITTEN COMMENTS RECEIVED FROM PUBLIC AGENCIES

State Clearinghouse	State of California Governor's Office of Planning and Research State Clearinghouse, Scott Morgan, Associate Planner, 9/23/2003
USFWS	United States Fish and Wildlife Service David L. Harlow, Acting Field Supervisor 10/09/2003
USEPA	United States Environmental Protection Agency (Region IX) Lisa B. Hanf, Federal Activities Office, Manager 11/03/2003
CALTRANS	California Department of Transportation (District 3) Jeffrey Pulverman, Office of Regional Planning, Chief 12/01/2003
SACOG	Sacramento Area Council of Governments Martin Tuttle, Executive Director 11/19/2003
	City of Sacramento Jim Regan-Vienop, Planning and Building Department 10/17/2003
	City of Rocklin Terry A. Richardson, Community Development Director 10/21/2003
	County of Sacramento Robert Sherry, Planning and Community Development Director 10/31/2003
	City of Roseville Mark Morse, Community Development, Environmental Coordinator 10/31/2003
	Placer County Planning Department Edmund Sullivan, Senior Planner 11/04/2003
SMAQMD	Sacramento Metropolitan Air Quality Management District Art Smith, Associate Air Quality Planner Analyst 12/04/2003

WRITTEN COMMENTS RECEIVED FROM ORGANIZATIONS

Sierra Club Ed Pandolfino, Ph.D., Chair, Placer Conservation Committee Alan Green, Placer Group Sierra Club
Ann Kohl, Chair, Environmental Council of Sacramento 10/28/2003

WRITTEN COMMENTS RECEIVED FROM INDIVIDUALS

Nick Avdis	10/09/2003
William F. Callejo	10/21/2003
Melvin Borgman	10/30/2003
Anna Carpenter	10/29/2003
Michael Carpenter	10/29/2003
C. Alexander Holtz, Law Office of George Phillips	10/31/2003
Dwight Johnson	10/29/2003
Rachel Johnson	10/29/2003
James Gleason	10/25/2003
Gaynell Gleason	10/25/2003
Jim Moose, Remy, Thomas, Moose and Manley, LLP	10/31/2003
Quentin Miller	10/21/2003

Steven Rosenblatt, Brookfield Land Company, Inc.	10/30/2003
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COMMENT CARDS RECEIVED FROM INDIVIDUALS

COMMENT NUMBER	NAME	SCOPING MEETING	DATE
R-1	Allen Sanders	Roseville	10/06/2003
R-2	Ray Vatie	Roseville	10/06/2003
R-3	Alan Green	Roseville	10/06/2003
R-4	Jane McKinsey	Roseville	10/06/2003
R-5	Doug Dieter	Roseville	10/06/2003
R-6	Allen Johnston	Roseville	10/06/2003
PG-1 PG-26	Rob Lapkass	Pleasant Grove	10/09/2003
PG-2 PG-16	Robert Wallace	Pleasant Grove	10/09/2003
PG-3	Trudy Bianchi	Pleasant Grove	10/09/2003
PG-4	Chuck Aldous	Pleasant Grove	10/09/2003
PG-5	Anonymous	Pleasant Grove	10/09/2003
PG-6	Mr. Cooper	Pleasant Grove	10/09/2003
PG-7	Anonymous	Pleasant Grove	10/09/2003
PG-8	Mary Tester	Pleasant Grove	10/09/2003
PG-8	Frank Tester	Pleasant Grove	10/09/2003
PG-9	Sherrie Dortch	Pleasant Grove	10/09/2003
PG-10	Don Heilaman	Pleasant Grove	10/09/2003
PG-11	Amber Heilaman	Pleasant Grove	10/09/2003
PG-12	Douglas Gran	Pleasant Grove	10/09/2003
PG-13	Chris Burke	Pleasant Grove	10/09/2003
PG-14	Douglas Quackenbush	Pleasant Grove	10/09/2003
PG-15	Anonymous	Pleasant Grove	10/09/2003
PG-16	Robert Wallace	Pleasant Grove	10/09/2003
PG-17	Jenae Johnston	Pleasant Grove	10/09/2003
PG-18	Glenn Stevens	Pleasant Grove	10/09/2003
PG-19	Daniel Johns	Pleasant Grove	10/09/2003
PG-20	Anonymous	Pleasant Grove	10/09/2003
PG-21	Leslie Smith	Pleasant Grove	10/09/2003
PG-21	Sandra Smith	Pleasant Grove	10/09/2003
PG-22	Anonymous	Pleasant Grove	10/09/2003
PG-23	Shirley Wallace	Pleasant Grove	10/09/2003
PG-24	Freda Quackenbush	Pleasant Grove	10/09/2003
PG-25	Don L. Berry	Pleasant Grove	10/09/2003
PG 26	Rob Lapkass	Pleasant Grove	10/09/2003

SPOKEN COMMENTS RECEIVED AT SCOPING MEETINGS

Bill Boudier	Roseville Scoping Meeting	10/06/2003
Larry Lewis	Pleasant Grove Scoping Meeting	10/09/2003
Mary Tester	Pleasant Grove Scoping Meeting	10/09/2003
Frank Tester	Pleasant Grove Scoping Meeting	10/09/2003
Chris Gillespie	Pleasant Grove Scoping Meeting	10/09/2003
Andrea Shill	Pleasant Grove Scoping Meeting	10/09/2003
George J. Morrison	Pleasant Grove Scoping Meeting	10/09/2003
Jim Gleason	Pleasant Grove Scoping Meeting	10/09/2003
Gaynell Gleason	Pleasant Grove Scoping Meeting	10/09/2003
Robert Wallace	Pleasant Grove Scoping Meeting	10/09/2003
Carol Berry	Pleasant Grove Scoping Meeting	10/09/2003

Comments Received from Public Agencies



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

2: 9.25.03

Notice of Preparation

September 22, 2003

To: Reviewing Agencies

Re: Placer Parkway Corridor Preservation
SCH# 2003092069

Attached for your review and comment is the Notice of Preparation (NOP) for the Placer Parkway Corridor Preservation draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.


Please direct your comments to:

Celia McAdam
South Placer Regional Transportation Authority
550 High Street, Suite 107
Auburn, CA 95603

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

IN REPLY REFER TO:
PPN 3136
ER 03/0784

October 9, 2003

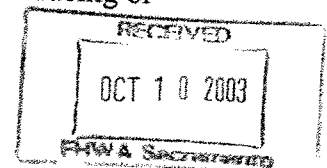
Mr. Steve Healow
Transportation Engineer
Federal Highway Administration
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

Dear Mr. Healow:

Thank you for the opportunity to review the notice of intent to prepare an Environmental Impact Statement on a proposal to preserve the right-of-way corridor for a future transportation facility that would connect State Route 65 in Placer County, north of the City of Roseville, and State Route 70/99 in Sutter County, north of the City of Sacramento. The enclosures provided in this letter are intended to assist you in the early environmental review of this proposal. Future consultation with the U.S. Fish and Wildlife Service (Service) may be required under the provisions of the Fish and Wildlife Coordination Act and/or the Endangered Species Act of 1973, as amended (ESA), if project activities are anticipated to affect federally listed threatened or endangered species or impact jurisdictional wetlands pursuant to the Clean Water Act.

Enclosure A provides a list of sensitive species that may occur in or near the project site and general related information and survey guidelines. The Service recommends that surveys be completed by a qualified biologist on the proposed project site to confirm the presence or absence of special-status species or their habitats. Direct, indirect, and cumulative impacts on federally listed species and species of concern should be evaluated. The existing conditions on the project site(s) provide actual or potential habitat for many species of concern. Species of concern are provided no protection under the ESA. However, one potential benefit of considering species of concern is that by exploring alternatives early in the planning process, it may be possible to provide long-term conservation benefits for these species and avoid future conflicts that could otherwise develop.

Enclosure B recommends general guidelines for identifying and mitigating project impacts to fish, wildlife, and their habitats. The Council on Environmental Quality developed regulations for implementing the National Environmental Policy Act, and defines mitigation to include: (1) avoiding the impact; (2) minimizing the impact; (3) rectifying the impact; (4) reducing or



Mr. Steve Healow


2

eliminating the impact over time; and (5) compensating for impacts. The Service supports and adopts this definition of mitigation and considers the specific elements to represent the desirable sequence of steps in the mitigation planning process. Accordingly, we maintain that the best way to mitigate for the adverse biological impacts is avoidance when at all possible.

We encourage you to use these guidelines to develop a comprehensive environmental document that addresses these needs.

If you have any questions regarding these comments, please contact Jerry Bielfeldt (Watershed Planning Branch) in the Sacramento Fish and Wildlife Office at (916) 414-6584.

Sincerely,


for David L. Harlow
Acting Field Supervisor

Enclosures

cc:

AES, Portland, OR

Regional Manager, CDFG, Region 2, Rancho Cordova, CA (w/o enclosures)

Enclosure A

Endangered and Threatened Species that May Occur in
or be Affected by Projects in the Selected Quads Listed Below
Reference File No. 1-1-03-SP-3181

Placer Parkway Corridor

October 1, 2003

QUAD: 528C PLEASANT GROVE

Listed Species

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T) NMFS

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E) NMFS

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T) NMFS

Invertebrates

Critical habitat, vernal pool invertebrates, (X)

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

vernal pool tadpole shrimp, *Lepidurus packardii* (E)

Candidate Species

Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C)

Fish

green sturgeon, *Acipenser medirostris* (C)

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C) NMFS

Species of Concern

Mammals

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

greater western mastiff-bat, *Eumops perotis californicus* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)

long-legged myotis bat, *Myotis volans* (SC)

Yuma myotis bat, *Myotis yumanensis* (SC)

San Joaquin pocket mouse, *Perognathus inornatus* (SC)

Birds

- tricolored blackbird, *Agelaius tricolor* (SC)
- western burrowing owl, *Athene cunicularia hypugaea* (SC)
- oak titmouse, *Baeolophus inornatus* (SLC)
- Aleutian Canada goose, *Branta canadensis leucopareia* (D)
- Swainson's hawk, *Buteo Swainsoni* (CA)
- ferruginous hawk, *Buteo regalis* (SC)
- Lawrence's goldfinch, *Carduelis lawrencei* (SC)
- Vaux's swift, *Chaetura vauxi* (SC)
- mountain plover, *Charadrius montanus* (SC)
- white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)
- little willow flycatcher, *Empidonax traillii brewsteri* (CA)
- prairie falcon, *Falco mexicanus* (SC)
- American peregrine falcon, *Falco peregrinus anatum* (D)
- greater sandhill crane, *Grus canadensis tabida* (CA)
- loggerhead shrike, *Lanius ludovicianus* (SC)
- Lewis' woodpecker, *Melanerpes lewis* (SC)
- long-billed curlew, *Numenius americanus* (SC)
- Nuttall's woodpecker, *Picoides nuttallii* (SLC)
- white-faced ibis, *Plegadis chihi* (SC)
- bank swallow, *Riparia riparia* (CA)
- rufous hummingbird, *Selasphorus rufus* (SC)

Reptiles

- northwestern pond turtle, *Clemmys marmorata marmorata* (SC)
- California horned lizard, *Phrynosoma coronatum frontale* (SC)

Amphibians

- western spadefoot toad, *Spea hammondi* (SC)

Fish

- Sacramento splittail, *Pogonichthys macrolepidotus* (SC)
- longfin smelt, *Spirinchus thaleichthys* (SC)

Invertebrates

- California linderiella fairy shrimp, *Linderiella occidentalis* (SC)

Plants

- Critical habitat, vernal pool plants, (X)

QUAD: 528D ROSEVILLE

Listed Species

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T) NMFS

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E) NMFS

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T) NMFS

Invertebrates

Critical habitat, vernal pool invertebrates, (X)

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

vernal pool tadpole shrimp, *Lepidurus packardii* (E)

Candidate Species

Fish

green sturgeon, *Acipenser medirostris* (C)

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C) NMFS

Species of Concern

Mammals

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

greater western mastiff-bat, *Eumops perotis californicus* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)

long-eared myotis bat, *Myotis evotis* (SC)

fringed myotis bat, *Myotis thysanodes* (SC)

long-legged myotis bat, *Myotis volans* (SC)

Yuma myotis bat, *Myotis yumanensis* (SC)

San Joaquin pocket mouse, *Perognathus inornatus* (SC)

Birds

tricolored blackbird, *Agelaius tricolor* (SC)

western burrowing owl, *Athene cunicularia hypugaea* (SC)

- oak titmouse, *Baeolophus inornatus* (SLC)
 - Aleutian Canada goose, *Branta canadensis leucopareia* (D)
 - Swainson's hawk, *Buteo Swainsoni* (CA)
 - ferruginous hawk, *Buteo regalis* (SC)
 - Lawrence's goldfinch, *Carduelis lawrencei* (SC)
 - Vaux's swift, *Chaetura vauxi* (SC)
 - mountain plover, *Charadrius montanus* (SC)
 - black swift, *Cypseloides niger* (SC)
 - white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)
 - little willow flycatcher, *Empidonax traillii brewsteri* (CA)
 - prairie falcon, *Falco mexicanus* (SC)
 - American peregrine falcon, *Falco peregrinus anatum* (D)
 - greater sandhill crane, *Grus canadensis tabida* (CA)
 - loggerhead shrike, *Lanius ludovicianus* (SC)
 - Lewis' woodpecker, *Melanerpes lewis* (SC)
 - long-billed curlew, *Numenius americanus* (SC)
 - Nuttall's woodpecker, *Picoides nuttallii* (SLC)
 - white-faced ibis, *Plegadis chihi* (SC)
 - bank swallow, *Riparia riparia* (CA)
 - rufous hummingbird, *Selasphorus rufus* (SC)
 - California thrasher, *Toxostoma redivivum* (SC)
- Reptiles
- northwestern pond turtle, *Clemmys marmorata marmorata* (SC)
 - California horned lizard, *Phrynosoma coronatum frontale* (SC)
- Amphibians
- western spadefoot toad, *Spea hammondii* (SC)
- Fish
- Sacramento splittail, *Pogonichthys macrolepidotus* (SC)
 - longfin smelt, *Spirinchus thaleichthys* (SC)
- Invertebrates
- California linderiella fairy shrimp, *Linderiella occidentalis* (SC)
- Plants
- Critical habitat, vernal pool plants, (X)
 - big-scale (=California) balsamroot, *Balsamorhiza macrolepis var macrolepis* (SLC)
 - hispid bird's-beak, *Cordylanthus mollis ssp. hispidus* (SC)
 - Boggs Lake hedge-hyssop, *Gratiola heterosepala* (CA)

legenere, *Legenere limosa* (SC)

QUAD: 529D VERONA

Listed Species

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T) NMFS

Critical habitat, winter-run chinook salmon, *Oncorhynchus tshawytscha* (E) NMFS

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E) NMFS

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T) NMFS

Invertebrates

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

vernal pool tadpole shrimp, *Lepidurus packardii* (E)

Proposed Species

Amphibians

California tiger salamander, *Ambystoma californiense* (PT)

Candidate Species

Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C)

Fish

green sturgeon, *Acipenser medirostris* (C)

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C) NMFS

Critical habitat, Central Valley fall/late fall-run chinook, *Oncorhynchus tshawytscha* (C) NMFS

Species of Concern

Mammals

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)

long-legged myotis bat, *Myotis volans* (SC)

Yuma myotis bat, *Myotis yumanensis* (SC)

San Joaquin pocket mouse, *Perognathus inornatus* (SC)

Birds

tricolored blackbird, *Agelaius tricolor* (SC)
western burrowing owl, *Athene cunicularia hypugaea* (SC)
oak titmouse, *Baeolophus inornatus* (SLC)
Aleutian Canada goose, *Branta canadensis leucopareia* (D)
Swainson's hawk, *Buteo Swainsoni* (CA)
ferruginous hawk, *Buteo regalis* (SC)
Lawrence's goldfinch, *Carduelis lawrencei* (SC)
Vaux's swift, *Chaetura vauxi* (SC)
mountain plover, *Charadrius montanus* (SC)
white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)
little willow flycatcher, *Empidonax traillii brewsteri* (CA)
prairie falcon, *Falco mexicanus* (SC)
American peregrine falcon, *Falco peregrinus anatum* (D)
greater sandhill crane, *Grus canadensis tabida* (CA)
loggerhead shrike, *Lanius ludovicianus* (SC)
Lewis' woodpecker, *Melanerpes lewis* (SC)
long-billed curlew, *Numenius americanus* (SC)
Nuttall's woodpecker, *Picoides nuttallii* (SLC)
white-faced ibis, *Plegadis chihi* (SC)
bank swallow, *Riparia riparia* (CA)
rufous hummingbird, *Selasphorus rufus* (SC)
California thrasher, *Toxostoma redivivum* (SC)

Reptiles

northwestern pond turtle, *Clemmys marmorata marmorata* (SC)

Amphibians

western spadefoot toad, *Spea hammondi* (SC)

Fish

Pacific lamprey, *Lampetra tridentata* (SC)
Sacramento splittail, *Pogonichthys macrolepidotus* (SC)
longfin smelt, *Spirinchus thaleichthys* (SC)

Invertebrates

Antioch Dunes anthicid beetle, *Anthicus antiochensis* (SC)
Sacramento anthicid beetle, *Anthicus sacramento* (SC)
Midvalley fairy shrimp, *Branchinecta mesovallensis* (SC)

California linderiella fairy shrimp, *Linderiella occidentalis* (SC)

KEY:

(E)	<i>Endangered</i>	Listed (in the Federal Register) as being in danger of extinction.
(T)	<i>Threatened</i>	Listed as likely to become endangered within the foreseeable future.
(P)	<i>Proposed</i>	Officially proposed (in the Federal Register) for listing as endangered or threatened.
(PX)	<i>Proposed Critical Habitat</i>	Proposed as an area essential to the conservation of the species.
(C)	<i>Candidate</i>	Candidate to become a <i>proposed</i> species.
(SC)	<i>Species of Concern</i>	May be endangered or threatened. Not enough biological information has been gathered to support listing at this time.
(SLC)	<i>Species of Local Concern</i>	Species of local or regional concern or conservation significance.
(MB)	<i>Migratory Bird</i>	Migratory bird
NMFS	NMFS species	Under the jurisdiction of the National Marine Fisheries Service. Contact them directly.
(D)	<i>Delisted</i>	Delisted. Status to be monitored for 5 years.
(CA)	<i>State-Listed</i>	Listed as threatened or endangered by the State of California.
(*)	<i>Extirpated</i>	Possibly extirpated from this quad.
(**)	<i>Extinct</i>	Possibly extinct.
	<i>Critical Habitat</i>	Area essential to the conservation of a species.

Endangered and Threatened Species that May Occur in or be Affected by
Projects in the Area of the Following California Counties

Reference File No. 1-1-03-SP-3181

Placer Parkway Corridor

October 1, 2003

PLACER COUNTY

Listed Species

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T) NMFS

Central Valley steelhead, *Oncorhynchus mykiss* (T) NMFS

Lahontan cutthroat trout, *Oncorhynchus (=Salmo) clarki henshawi* (T)

delta smelt, *Hypomesus transpacificus* (T) *

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E) NMFS

Invertebrates

Critical habitat, vernal pool invertebrates, (X)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

vernal pool tadpole shrimp, *Lepidurus packardii* (E)

Proposed Species

Amphibians

California tiger salamander, *Ambystoma californiense* (PT)

Candidate Species

Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C) *

Amphibians

mountain yellow-legged frog, *Rana muscosa* (C)

Fish

green sturgeon, *Acipenser medirostris* (C)

Plants

Tahoe yellow-cress, *Rorippa subumbellata* (C)

slender Moonwort (= narrowleaf grapefern), *Botrychium lineare* (C) *

Species of Concern**Mammals**

- American (=pine) marten, *Martes americana* (SC)
- California wolverine, *Gulo gulo luteus* (CA)
- Pacific western big-eared bat, *Corynorhinus* (=Plecotus) *townsendii townsendii* (SC)
- San Joaquin pocket mouse, *Perognathus inornatus* (SC)
- Sierra Nevada red fox, *Vulpes vulpes necator* (CA)
- Sierra Nevada snowshoe hare, *Lepus americanus tahoensis* (SC)
- Yuma myotis bat, *Myotis yumanensis* (SC)
- fisher, *Martes pennanti* (SC)
- fringed myotis bat, *Myotis thysanodes* (SC)
- greater western mastiff-bat, *Eumops perotis californicus* (SC)
- long-eared myotis bat, *Myotis evotis* (SC)
- long-legged myotis bat, *Myotis volans* (SC)
- pale Townsend's big-eared bat, *Corynorhinus* (=Plecotus) *townsendii pallascens* (SC)
- small-footed myotis bat, *Myotis ciliolabrum* (SC)
- spotted bat, *Euderma maculatum* (SC)

Birds

- Aleutian Canada goose, *Branta canadensis leucopareia* (D)
- American bittern, *Botaurus lentiginosus* (SC)
- American dipper, *Cinclus mexicanus* (SLC)
- American peregrine falcon, *Falco peregrinus anatum* (D)
- California spotted owl, *Strix occidentalis occidentalis* (SC)
- California thrasher, *Toxostoma redivivum* (SC)
- Harlequin duck, *Histrionicus histrionicus* (SC)
- Lawrence's goldfinch, *Carduelis lawrencei* (SC)
- Lewis' woodpecker, *Melanerpes lewis* (SC)
- Nuttall's woodpecker, *Picoides nuttallii* (SLC)
- Swainson's hawk, *Buteo Swainsoni* (CA)
- Vaux's swift, *Chaetura vauxi* (SC)
- bank swallow, *Riparia riparia* (CA)
- black swift, *Cypseloides niger* (SC)
- ferruginous hawk, *Buteo regalis* (SC)
- flamulated owl, *Otus flammeolus* (SC)
- little willow flycatcher, *Empidonax traillii brewsteri* (CA)
- long-billed curlew, *Numenius americanus* (SC)
- mountain plover, *Charadrius montanus* (SC)
- northern goshawk, *Accipiter gentilis* (SC)

oak titmouse, *Baeolophus inornatus* (SLC)
olive-sided flycatcher, *Contopus cooperi* (SC)
red-breasted sapsucker, *Sphyrapicus ruber* (SC)
rufous hummingbird, *Selasphorus rufus* (SC)
tricolored blackbird, *Agelaius tricolor* (SC)
western burrowing owl, *Athene cunicularia hypugaea* (SC)
white-faced ibis, *Plegadis chihi* (SC)
white-headed woodpecker, *Picoides albolarvatus* (SC)

Reptiles

California horned lizard, *Phrynosoma coronatum frontale* (SC)
northwestern pond turtle, *Clemmys marmorata marmorata* (SC)
southwestern pond turtle, *Clemmys marmorata pallida* (SC)

Amphibians

Mount Lyell salamander, *Hydromantes platycephalus* (SC)
foothill yellow-legged frog, *Rana boylei* (SC)
western spadefoot toad, *Spea hammondi* (SC)

Fish

Pacific lamprey, *Lampetra tridentata* (SC)
Sacramento splittail, *Pogonichthys macrolepidotus* (SC)
river lamprey, *Lampetra ayresi* (SC)

Invertebrates

California linderiella fairy shrimp, *Linderiella occidentalis* (SC)
Lake Tahoe benthic stonefly, *Capnia lacustra* (SC)
Sagehen Creek goracean caddisfly, *Goeracea oregona* (SC)
Shirttail Creek stonefly, *Megaleuctra sierra* (SC)
South Forks ground beetle, *Nebria darlingtoni* (SC)
spiny rhyacophilan caddisfly, *Rhyacophila spinata* (SC)

Plants

Ahart's (dwarf) rush, *Juncus leiospermus* var. *ahartii* (SC)
Boggs Lake hedge-hyssop, *Gratiola heterosepala* (CA)
Brandegees' clarkia, *Clarkia biloba* ssp. *brandegeae* (SLC)
Butte fritillary, *Fritillaria eastwoodiae* (SC)
Carson Range rock cress, *Arabis rigidissima* var. *demota* (SC)
Critical habitat, vernal pool plants, (X)
Donner Pass buckwheat, *Eriogonum umbellatum* var. *torreyanum* (SC)
Plumas ivesia, *Ivesia sericoleuca* (SC)
Red Hills soaproot, *Chlorogalum grandiflorum* (SC)

Stebbins' phacelia, *Phacelia stebbinsii* (SC)
big-scale (=California) balsamroot, *Balsamorhiza macrolepis var macrolepis* (SLC)
common moonwort, *Botrychium lunaria* (SC)
felt-leaved (=woolly) violet, *Viola tomentosa* (SLC)
hispid bird's-beak, *Cordylanthus mollis ssp. hispidus* (SC)
legenere, *Legenere limosa* (SC)
long-petaled lewisia, *Lewisia longipetala* (SC)
saw-toothed lewisia, *Lewisia serrata* (SC)
stinkbells, *Fritillaria agrestis* (SLC)

SUTTER COUNTY

Listed Species

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T) NMFS

Central Valley steelhead, *Oncorhynchus mykiss* (T) NMFS

Critical habitat, winter-run chinook salmon, *Oncorhynchus tshawytscha* (E) NMFS

delta smelt, *Hypomesus transpacificus* (T) *

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E) NMFS

Invertebrates

Conservancy fairy shrimp, *Branchinecta conservatio* (E)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

vernal pool tadpole shrimp, *Lepidurus packardii* (E)

Plants

Hartweg's golden sunburst, *Pseudobahia bahiifolia* (E) *

Proposed Species

Amphibians

California tiger salamander, *Ambystoma californiense* (PT)

Candidate Species

Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C)

Fish

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C) NMFS

Critical habitat, Central Valley fall/late fall-run chinook, *Oncorhynchus tshawytscha* (C) NMFS
green sturgeon, *Acipenser medirostris* (C)

Species of Concern

Mammals

Marysville Heermann's kangaroo rat, *Dipodomys californicus eximius* (SC)

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

San Joaquin pocket mouse, *Perognathus inornatus* (SC)

Yuma myotis bat, *Myotis yumanensis* (SC)

fringed myotis bat, *Myotis thysanodes* (SC)

greater western mastiff-bat, *Eumops perotis californicus* (SC)

long-eared myotis bat, *Myotis evotis* (SC)

long-legged myotis bat, *Myotis volans* (SC)

pale Townsend's big-eared bat, *Corynorhinus (=Plecotus) townsendii pallescens* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)

Birds

Aleutian Canada goose, *Branta canadensis leucopareia* (D)

American bittern, *Botaurus lentiginosus* (SC)

American peregrine falcon, *Falco peregrinus anatum* (D)

California thrasher, *Toxostoma redivivum* (SC)

Lawrence's goldfinch, *Carduelis lawrencei* (SC)

Lewis' woodpecker, *Melanerpes lewis* (SC)

Nuttall's woodpecker, *Picoides nuttallii* (SLC)

Swainson's hawk, *Buteo Swainsoni* (CA)

bank swallow, *Riparia riparia* (CA)

black swift, *Cypseloides niger* (SC)

ferruginous hawk, *Buteo regalis* (SC)

greater sandhill crane, *Grus canadensis tabida* (CA)

little willow flycatcher, *Empidonax traillii brewsteri* (CA)

loggerhead shrike, *Lanius ludovicianus* (SC)

long-billed curlew, *Numenius americanus* (SC)

mountain plover, *Charadrius montanus* (SC)

oak titmouse, *Baeolophus inornatus* (SLC)

rufous hummingbird, *Selasphorus rufus* (SC)
tricolored blackbird, *Agelaius tricolor* (SC)
western burrowing owl, *Athene cunicularia hypugaea* (SC)
white-faced ibis, *Plegadis chihi* (SC)
white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)

Reptiles

San Joaquin coachwhip (=whipsnake), *Masticophis flagellum ruddocki* (SC)
northwestern pond turtle, *Clemmys marmorata marmorata* (SC)

Amphibians

foothill yellow-legged frog, *Rana boylei* (SC)
western spadefoot toad, *Spea hammondi* (SC)

Fish

Pacific lamprey, *Lampetra tridentata* (SC)
Sacramento splittail, *Pogonichthys macrolepidotus* (SC)
longfin smelt, *Spirinchus thaleichthys* (SC)
river lamprey, *Lampetra ayresi* (SC)

Invertebrates

Antioch Dunes anthicid beetle, *Anthicus antiochensis* (SC)
California linderiella fairy shrimp, *Linderiella occidentalis* (SC)
Sacramento Valley tiger beetle, *Cicindela hirticollis abrupta* (SC)
Sacramento anthicid beetle, *Anthicus sacramento* (SC)

Plants

Colusa layia (=Colusa tidytips), *Layia septentrionalis* (SLC)
Ferris's milk-vetch, *Astragalus tener* var. *ferrisiae* (SC) *
veiny monardella, *Monardella douglasii* ssp. *venosa* (SC) *

ENCLOSURE B

The goal of the U.S. Fish and Wildlife Service is to conserve, protect and enhance fish, wildlife, and their habitats by timely and effective provision of fish and wildlife information and recommendations. To assist us in accomplishing this goal, we would like to see the items described below discussed in your environmental documents for the proposed project.

Project Description. The document should very clearly state the purposes of, and document the needs for, the proposed project so that the capabilities of the various alternatives to meet the purposes and needs can be readily determined.

A thorough description of all permanent and temporary facilities to be constructed and work to be done as a part of the project should be included. The document should identify any new access roads, equipment staging areas, and gravel processing facilities which are needed. Figures accurately depicting proposed project features in relation to natural features (such as streams, wetlands, riparian areas, and other habitat types) in the project area should be included.

Affected Environment. The document should show the location of, and describe, all vegetative cover types in the areas potentially affected by all project alternatives and associated activities. Tables with acreages of each cover type with and without the project for each alternative would also be appropriate. We recommend that all wetlands in the project area be delineated and described according to the classification system found in the Service's Classification of Wetlands and Deepwater Habitats of the United States (Cowardin 1979). The Service's National Wetland Inventory maps would be one starting point for this effort.

The document should present and analyze a full range of alternatives to the proposed project. At least one alternative should be designed to avoid all impacts to wetlands, including riparian areas. Similarly, within each alternative, measures to minimize or avoid impacts to wetlands should be included.

Lists of fish and wildlife species expected to occur in the project area should be in the document. The lists should also indicate for each species whether or not it is a resident or migrant, and the period(s) of the year it would be expected in the project area.

Environmental Consequences. The sections on impacts to fish and wildlife should discuss impacts from vegetation removal (both permanent and temporary), filling or degradation of wetlands, interruption of wildlife migration corridors, and disturbance from trucks and other machinery during construction and/or operation. These sections should also analyze possible impacts to streams from construction of outfall structures, pipeline crossings, and filling. Impacts on water quality, including nutrient loading, sedimentation, toxics, biological oxygen demand, and temperature in receiving waters should also be discussed in detail along with the resultant effects on fish and aquatic invertebrates. Discussion of indirect impacts to fish, wildlife, and their habitats, including impacts from growth induced by the proposed project, should also be addressed in the document. The impacts of each alternative should be discussed in sufficient detail to allow comparison between the alternatives.

The cumulative impacts of the project, when viewed in conjunction with other past, existing, and foreseeable projects, need to be addressed. Cumulative impacts to fish, wildlife, wetlands and other habitats, and water quality should be included.

Mitigation Planning. Under provisions of the Fish and Wildlife Coordination Act, the Service advises the U.S. Army Corps of Engineers on projects involving dredge and fill activities in "waters of the United States", of which wetlands and some riparian habitats are subcategories. Since portions of this proposal may ultimately require a Corps permit, the Service will subsequently be involved under the Coordination Act. Therefore, if you have not done so already, we suggest that you or your representative consult the Corps regarding onsite wetlands and related habitats that may fall under their jurisdiction, and include this information in the draft document. When reviewing Corps public notices, the Service generally does not object to projects meeting the following criteria:

1. They are ecologically sound;
2. The least environmentally damaging reasonable alternative is selected;
3. Every reasonable effort is made to avoid or minimize damage or loss of fish and wildlife resources and uses;
4. All important recommended means and measures have been adopted, with guaranteed implementation to satisfactorily compensate for unavoidable damage or loss consistent with the appropriate mitigation goal; and
5. For wetlands and shallow water habitats, the proposed activity is clearly water dependent and there is a demonstrated public need.

The Service may recommend the "no project" alternative for those projects which do not meet all of the above criteria, and where there is likely to be a significant fish and wildlife resource loss.

When projects impacting waterways or wetlands are deemed acceptable to the Service, we recommend full mitigation for any impacts to fish and wildlife. The Council on Environmental Quality regulations for implementing the National Environmental Policy Act define mitigation to include: 1) Avoiding the impact; 2) minimizing the impact; 3) rectifying the impact; 4) reducing or eliminating the impact over time; and 5) compensating for impacts. The Service supports and adopts this definition of mitigation and considers the specific elements to represent the desirable sequence of steps in the mitigation planning process. Accordingly, we maintain that the best way to mitigate for adverse biological impacts is to avoid them altogether.

The document should describe all measures proposed to avoid, minimize, or compensate for impacts to fish and wildlife and their habitats. The measures should be presented in as much detail as possible to allow us to evaluate their probable effectiveness.

Because of their very high value to migratory birds, and their ever-increasing scarcity in California, our mitigation goal for wetlands (including riparian and riverine wetlands) is no net loss of in-kind habitat value or acreage (whichever is greater).

For unavoidable impacts, to determine the mitigation credits available for a given mitigation project, we evaluate what conditions would exist on the mitigation site in the future in the absence of the mitigation actions, and compare those conditions to the conditions we would expect to develop on the site with implementation of the mitigation plan.

Mitigation habitat should be equal to or exceed the quality of the habitat to be affected by the project. Baseline information would need to be gathered at the impact site to be able to quantify this goal in terms of plant species diversity, shrub and tree canopy cover, stems/acre, tree height, etc. The ultimate success of the project should be judged according to these same measurements at the mitigation site.

Criteria should be developed for assessing the progress of the project during its developmental stages as well. Assessment criteria should include rates of plant growth, plant health, and evidence of natural reproduction. Success criteria should be geared toward equaling or exceeding the quality of the highest quality habitat to be affected. In other words, the mitigation effort would be deemed a success in relation to this goal if the mitigation site met or exceeded habitat measurements at a "model" site (plant cover, density, species diversity, etc.).

The plan should present the proposed ground elevations at the mitigation site, along with elevations in the adjacent areas. A comparison of the soils of the proposed mitigation and adjacent areas should also be included in the plan, and a determination made as to the suitability of the soils to support habitats consistent with the mitigation goals.

Because wetland ecosystems are driven by suitable hydrological conditions, additional information must be developed on the predicted hydrology of the mitigation site. The plan should describe the depth of the water table, and the frequency, duration, areal extent, and depth of flooding which would occur on the site. The hydrologic information should include an analysis of extreme conditions (drought, flooding) as well as typical conditions.

The plan must include a timeframe for implementing the mitigation in relation to the proposed project. We recommend that mitigation be initiated prior to the onset of construction. If there will be a substantial time lag between project construction and completion of the mitigation, a net loss of habitat values would result, and more mitigation would be required to offset this loss.

Generally, monitoring of the mitigation site should occur annually for at least the first five years, biennially for years 6 through 11, and every five years thereafter until the mitigation has met all success criteria. Remediation efforts and additional monitoring should occur if success criteria are not met during the first five years. Some projects will require monitoring throughout the life of the project. Reports should be prepared after each monitoring session.

4

The plan should require the preparation of "as-built" plans. Such plans provide valuable information, especially if the mitigation effort fails. Similarly, a "time-zero" report should be mandated. This report would describe exactly what was done during the construction of the mitigation project, what problems were encountered, and what corrections or modifications to the plans were undertaken.

The plan should detail how the site is to be maintained during the mitigation establishment period, and how long the establishment period will be. It will also be important to note what entity will perform the maintenance activities, and what entity will ultimately own and manage the site. In addition, a mechanism to fund the maintenance and management of the site should be established and identified. A permanent easement should be placed on the property used for the mitigation that would preclude incompatible activities on the site in perpetuity.

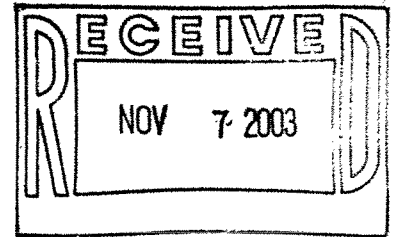
Finally, in some cases, a performance bond may be required as part of the mitigation plan. The amount of the bond should be sufficient to cover the costs of designing and implementing an adequate mitigation plan (and purchasing land if needed) should the proposed plan not succeed.

Reference

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands and deepwater habitats of the United States. FWS/OBS-79/31. U.S. Fish and Wildlife Service, Washington, D.C. 103 pp.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901



November 3, 2003

Maiser Khaled, Chief
District Operations – North
Federal Highway Administration
650 Capitol Mall, Suite 1- 400
Sacramento, CA 95814

Subject: Notice of Intent for the Placer Parkway Corridor Preservation project, Placer and Sutter Counties, California

Dear Mr. Khaled:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR §1500-1508) and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

EPA would like to offer scoping comments on the following topics: 1) NEPA/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU); 2) Waters of the U.S.; 3) Indirect Impacts; 4) Air Quality; 5) Threatened and Endangered Species; and 6) Cumulative Impacts.

At an interagency meeting on October 23, 2003, the Federal Highway Administration (FHWA), Caltrans, the Placer County Transportation Planning Agency (PCTPA), the U.S. Army Corps of Engineers, and EPA agreed that this project would benefit from the NEPA/404 Integration Process. The agencies agreed that the process would be tailored to decisions made in the Tier 1 environmental review.

Thank you for this opportunity to comment. When the Draft EIS is released for public review, please send two copies to the address above (mail code: CMD-2) at the same time it is sent to EPA Headquarters. If you have any questions or comments, please feel free to contact Nancy Levin, the primary NEPA reviewer for this project, at 415-972-3848 or levin.nancy@epa.gov.

Sincerely,

Lisa B. Hanf, Manager
Federal Activities Office

cc: Celia McAdam, Placer County Transportation Planning Commission
Kome Ajise, Caltrans District 3
Denise Heick, URS Corporation
Tom Cavanaugh, U.S. Army Corps of Engineers
Mark Littlefield, U.S. Fish and Wildlife Service
John Baker, National Marine Fisheries Service

U.S. EPA Detailed Comments: Placer Parkway Corridor Preservation
November 3, 2003

NEPA/Clean Water Act Section 404 Integration Process (NEPA/404)

At an interagency meeting on October 23, 2003, the Federal Highway Administration (FHWA), Caltrans, the Placer County Transportation Planning Agency (PCTPA), the U.S. Army Corps of Engineers, and EPA agreed that this project would benefit from initiation of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU). The agencies agreed that the process would be tailored to decisions made in the Tier 1 environmental review.

Four NEPA/404 integration points were identified at the October meeting for agency concurrence prior to the Draft Environmental Impact Statement (DEIS) for this project: 1) purpose and need, 2) criteria for identifying the range of alternatives, 3) range of alternatives, and 4) methodology used to select a corridor that contains the likely "least environmentally damaging practicable alternative" (LEDPA). These concurrences, along with the information supporting them, are part of the DEIS development.

EPA recommends that FHWA include the following information in each request for concurrence:

Purpose and Need

- Provide a concise explanation of project need, with supporting data or documentation (e.g. traffic data, current and projected level of service, accident rates, etc).
- Discuss the assumptions of traffic modeling used to demonstrate need, including how the modeling has accounted for induced travel demand.
- Clearly articulate assumptions used for the growth scenarios developed by the Technical Advisory Committee (TAC) for this project.
- Consider use of peer review to validate assumptions underlying the TAC's growth scenarios.
- Provide a project purpose that complies with the Clean Water Act Section 404 (b)(1) Guidelines.

Criteria used to identify the Range of Alternatives

- Clearly articulate the criteria used to select the range of alternatives for analysis, and/or to eliminate alternatives from analysis, in the DEIS.
- Provide ranking or weighting system for criteria.

Range of Alternatives

- Identify a reasonable range of alternatives, including those that maximize use of existing infrastructure (e.g., Transportation System Management).
- Explore how transit (e.g., light rail, Bus Rapid Transit) might be accommodated by the proposed facility.

Methodology used to identify corridor likely to contain the LEDPA

- Describe the methodology that will be used, and type of information that will be provided, to determine which corridor is likely to contain the LEDPA.

Waters of the U.S.

The 2001 Project Study Report (PSR) for Placer Parkway identifies high impacts to wetlands for all potential corridors. Aquatic resources located within the Placer Parkway Study Area include Pleasant Grove Creek, Curry Creek, and Kaseberg Creek and pristine vernal pool complexes. These resources provide fish and wildlife habitat, natural sediment management, flood attenuation, natural pollution filtering, recreation, and water supply for domestic, industrial, and agricultural uses. EPA is concerned with the direct, indirect (or secondary) and cumulative impacts to waters of the U.S., including those associated with construction and operation of transportation projects.

Recommendations for the DEIS:

- Disclose potential direct, indirect and cumulative impacts to waters of the U.S. that may occur during construction and operation of the proposed project.
- Address the potential for soil erosion, bank destabilization and stormwater runoff during construction and operation.
- Identify potential compensatory mitigation measures to offset impacts where avoidance or minimization of impacts to waters of the U.S. are not feasible.

Indirect Impacts

EPA is concerned about the potential indirect impacts (40 CFR §1508.8(b)) of this project, particularly impacts associated with induced growth. The Preliminary Environmental Assessment Report (PEAR) for this project indicates that the proposed project will contribute to the conversion of agricultural land and open space to urbanized uses in the region, and that the project would likely "induce growth on surrounding lands unless aggressive, long-term measures are taken to limit access to the highway."¹ Research sponsored by the American Association of State Highway and Transportation Officials in cooperation with the Federal Highway Administration², and studies specific to California³, show that transportation improvements can affect the location, pattern, and pace of development. EPA is concerned about the impacts of induced growth on resources of concern.

¹Preliminary Environmental Assessment Report, Placer Parkway Interconnect Study, September 2000.

²Land Use Impacts of Transportation: A Guidebook, Transportation Research Board, National Research Council, Project 8-32(3), May 1998.

³Federal Highway Administration Toolbox for Regional Policy Analysis, Sacramento Case Study, http://www.fhwa.dot.gov/planning/toolbox/sacramento_overview.htm

The PSR identifies among its goals to avoid growth inducement by creating a no-development buffer zone along the Parkway and prohibiting access in areas currently designated for agricultural uses. The DEIS should discuss the mechanisms that will be used to accomplish this goal, and discuss the feasibility, extent and expected duration of these potential protections.

Recommendations for the DEIS:

- Discuss how the proposed project may affect the location, pattern, and pace of residential, commercial, and industrial development. Also include a discussion of how and where the project could stimulate development.
- Analyze the potential indirect impacts of the project to resources of concern, including waters of the U.S., threatened and endangered species and their critical habitat, air quality, and water quality.
- Describe in detail the mechanisms listed in the PSR to avoid and minimize impacts associated with induced growth, including restricting access and development along the Parkway. Discuss the commitments required from FHWA or other entities to accomplish this goal.
- Discuss the mitigation responsibilities of FHWA and of other entities for these impacts.

Air Quality Impacts

The proposed project is located in a nonattainment area for ozone. EPA is concerned about impacts to air quality from transportation projects during construction and operation.

Recommendations for the DEIS:

- Demonstrate that the proposed project is part of a conforming Transportation Plan and Transportation Improvement Program (TIP).
- Include a discussion of the new eight-hour ozone standard, as well as the new PM2.5 standard. To the extent that monitoring data is available on these two criteria pollutants, the DEIS should include that information.
- Evaluate air quality impacts from operation and construction, including: (1) length of construction period; and (2) any major traffic diversions and associated congestion.
- Discuss comprehensive mitigation measures to minimize these effects.

Threatened and Endangered Species

The PSR states that there is a moderate to high potential for the occurrence of federally threatened and endangered species and their critical habitat. EPA is concerned with impacts to these resources.

Recommendations for the DEIS:

- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area.
- Assess which species or critical habitat might be directly or indirectly affected by each alternative.

- Identify the timeline and procedures FHWA intends to follow to fulfill its obligation under Section 7 of the Endangered Species Act.
- Analyze the potential direct, indirect and cumulative impacts of the project (construction and operation) on wildlife refuges or conservation projects in the area.

Cumulative Impacts

Cumulative impacts analyses are of increasing importance to EPA as they describe the threat to resources as a whole. According to the CEQ regulations implementing NEPA, a cumulative impact is

“...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (40 CFR §1508.7).

Recommendations for the DEIS:

- Identify cumulative impacts study areas relative to the resources of concern.
- Disclose the past, present, and reasonably foreseeable impacts on resources of concern from transportation and non-transportation activities. The analysis should identify a baseline from which these impacts are measured, and analyze the rate of loss and magnitude (size and relative importance) of impacts to these resources.
- Provide a summary (quantitative or qualitative) of cumulative impacts to resources of concern.
- Provide information on the status of, area covered, and resources protected by Habitat Conservation Plans (HCP) in Placer and Sutter Counties. It should describe how the HCPs will: 1) help conserve resources of concern and 2) address the potential for induced growth impacts from this and other projects.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO AREA OFFICE

Venture Oaks -MS 15

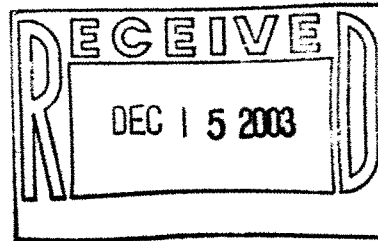
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*Flex your power!
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December 1, 2003

03PLA0077

Placer Parkway Corridor Preservation

Notice of Preparation

03PLA065 PM 9.569

Ms. Celia McAdam

Placer County Transportation Planning Agency

550 High Street, Suite 107

Auburn, CA 95677

Dear Ms. McAdam:

Thank you for the opportunity to comment on the Placer Parkway Corridor Presentation Notice or Preparation. Our comments are as follows:

While we acknowledge the intent of this environmental assessment is for right of way purchase only, the right of way is to be used for a transportation facility. Accordingly, the location of the right of way purchased must consider the transportation impacts to the following facilities, which will be directly connected to, or impacted by, the proposed Placer Parkway:

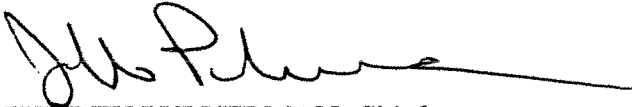
- State Route (SR) 99
- SR 65
- SR99/Sankey intersection
- SR99/Riego Road intersection
- SR65/Blue Oaks interchange
- SR/65/Sunset Blvd. intersection
- SR99/Elverta interchange

The level of traffic analysis should be commensurate with the level of detail needed to assess the impacts of alternative alignments.

Mr. Dennis Salter
November 10, 2003
Page 2 of 2

If you have any questions regarding these comments, please contact Scott Sauer at (916) 274-0612.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Pulverman", with a long horizontal flourish extending to the right.

JEFFREY PULVERMAN, Chief
Office of Regional Planning



November 19, 2003

Celia McAdam, Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Dear Celia:

I am writing to comment on the Notice of Preparation for the Placer Parkway Corridor Preservation Project. The SACOG Board authorized me to sign the Project Study Report in July 2001 and directed that staff pay close attention to the development of the environmental study of the project and to ensure that the no-development buffer zone policy articulated in the PSR remains a key element of the project. Given the emphasis given to the buffer in the Concept Plan and the PSR, we are disappointed to see that the project description in the NOP makes no mention of the buffer zone. In fact, there is no mention of it in any portion of the NOP.

Other than the use of the term "controlled access," the NOP also does not specify that there would be no access between Fiddymont and Pleasant Grove, except possibly at Watt Avenue. This access restriction was specified in the Concept Plan and the PSR.

Inclusion of the Placer Parkway in the Metropolitan Transportation Plan for 2025 was controversial. In the end, it was included in the MTP with the explicit understanding that it include conservation easements, with \$30 million identified for protection of open space to the north and south of the project in Western Placer County.

The EIR/EIS should explicitly include the buffer in the project description and should evaluate the environmental impact of the buffer.

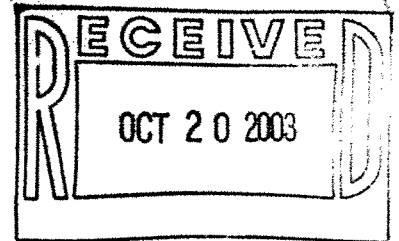
We appreciate Mr. Tidman's agreement to accept our comments after the due date. Please contact Kenneth Hough, Director of Planning, at (916) 340-6229 if you have any questions. Thank you for your consideration of this comment.

Sincerely,

MARTIN TUTTLE
Executive Director

MT:KH:ts

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Gait
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Yuba City
Yuba County



PLANNING & BUILDING
DEPT.

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

ENVIRONMENTAL
PLANNING SERVICES
916-264-7856
FAX 916-264-7185

October 17, 2003

TO: Celia McAdam, Executive Director, Placer County Transportation Planning Agency

From: Jim Regan-Vienop, Senior Planner, Environmental Planning Services

Re: NOP for the Placer Parkway Corridor Preservation Project

I submit the following comments on the NOP for the Placer Parkway Corridor Preservation Project for your consideration.


1. The decision to preserve one corridor for the parkway connector roadway is a policy decision that has significant implications, and consequences, for future development in Sacramento, Placer and Sutter Counties. As you are aware, development of the roadway will induce growth in what is currently largely rural areas of these counties. As indicated in the NOP, growth inducement will be considered in the EIR. The analysis of growth inducement resulting from the roadway (and the decision to preserve a particular corridor for development of that roadway) must also include an analysis of growth inducing impacts to Sacramento County from the proposed project.
2. Analysis of the growth inducing impact of preserving the corridor (and eventual development of the roadway) must include a discussion of the consistency of the proposed project with Plans, Policy, and other guiding principles of Land Use applicable in Sacramento County. In particular, I would call your attention to the Natomas Joint Vision process being jointly developed by the City and County of Sacramento. A Memorandum of Understanding was adopted by the City Council and County Board of Supervisors to jointly develop a plan to guide development in northern Sacramento County (the unincorporated portions of North Natomas). An NOP for that project was released on October 1, 2003 (attached). It appears that several of the alternative alignments studied in previous PCTPA documents/studies, and within the current study area would be in direct conflict with the intentions of the Joint Vision Process being pursued by the City and County of Sacramento.
3. Preservation of any roadway corridor, especially in the southern portion of the study area, that would inhibit the City and County of Sacramento from effectively preserving the open space, community buffers, and habitat lands envisioned in the Natomas Joint Vision must be

considered a significant impact to the environment. In part, the City and County of Sacramento are moving forward with the Natomas Joint Vision process to provide viable special status species habitat (that is, species protected under the Federal and State Endangered Species Acts, Migratory Bird Act, etc.), connected greenways/open-space, as well as directing growth/development in the North Natomas area into appropriate areas.

4. The corridor preservation EIR must also address impacts of preserving a corridor (and the eventual development of the roadway) to the Natomas Basin Habitat Conservation Plan (HCP). Part of the Natomas Basin Habitat Conservation Plan area falls within Sutter County. In particular, I refer to the PCTPA's comments to the draft EIR/EIS on the Natomas Basin HCP and the response to that comment (response G7-1) in the Final EIR/EIS. The comment referenced specifically discusses incidental take for the proposed roadway/corridor. As stated in the response to comment G7-1, incidental take authorization is not granted to the PCTPA under the Natomas Basin HCP. Therefore, the EIR for the corridor preservation study must specifically address whether and how the proposed corridor preservation, subsequent development of the roadway, and growth inducement resulting from the overall project could negatively impact achievement of the Natomas Basin HCP goals, in both Sacramento and Sutter Counties.
5. Similarly, the EIR must describe the cumulative and large-scale impacts of preserving a corridor and eventual development of the roadway on special status species and their habitats. That is, the EIR should address habitat fragmentation, viability, etc. from the various general corridor concepts, including impacts to Sacramento County.

Thank you for your consideration of these comments. If you have questions regarding my comments please contact me at 916.264.7856. Thank you.

Sincerely,

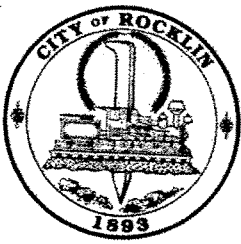


Jim Regan-Vienop

Attachment (original only)

CC: Gary Stonehouse, Director, City Department of Planning & Building
Steve Peterson, Principle Planner, Long Range, City Department of Planning & Building
Helen Selph, Assistant Planner, Long Range, City Department of Planning & Building
Robert Sherry, Director, County Planning & Community Development Department
Ann Baker, Senior Planner, County Planning & Community Development Department
Michael Winter, Planner III, County Planning & Community Development Department
Joyce Horizumi, Director, County Department of Environmental Review & Assessment

R: 10.22.03



City of Rocklin

3970 Rocklin Road
Rocklin, CA 95677-2720
916-625-5000
TDD 916-632-4187
www.ci.rocklin.ca.us

October 21, 2003

Celia McAdam
Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

SUBJECT: Placer Parkway Corridor Preservation Notice of Preparation

Dear Celia:

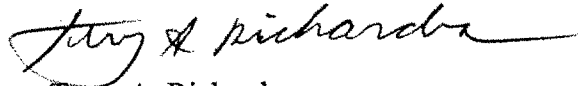
Thank you for the opportunity to review the above-referenced document. The City of Rocklin has completed its review and has the following comments:

1. It is recognized that this stage of the process is only for corridor preservation purposes, and as such, the City of Rocklin does not have significant comments to make at this point in the process.
2. The ultimate selection of an alignment and the construction of a Placer Parkway do have the potential to affect the City of Rocklin and the environment. One of the potential connections onto Highway 65 could be at the intersection of what is known as the future Whitney Boulevard (Liberty Hill Parkway) Interchange. The general environmental concerns of the City would be in the subject areas of transportation (e.g., how does the new roadway affect traffic operations in and around the City of Rocklin; how would the project affect cross through traffic from Sierra College Boulevard via Rocklin surface streets to Highway 65 and further east), air quality (e.g., how does the construction and operation of the new roadway affect local and regional air quality), water quality and flooding (e.g., how does the construction and operation of the new roadway affect water quality and local and regional flooding), noise (e.g., how does the construction and operation of the new roadway affect the noise environment), and growth inducement (e.g., how does the construction and operation of the new roadway induce or accommodate additional unplanned and planned growth).
3. It is our understanding that there will be another opportunity to comment on the Notice of Preparation that is prepared for the Tier 2 project-specific stage. The comments above are not intended to be comments on that future

Notice of Preparation and the City would like to reserve the ability to participate in the review and comment opportunity of the future Notice of Preparation for the Tier 2 project-specific stage environmental document.

If there are any questions or comments in regards to this letter, please contact David Mohlenbrok at (916) 625-5160. Thanks again for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry A. Richardson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Terry A. Richardson
Community Development Director

TAR:ts

cc: Carlos Urrutia, City Manager
David Mohlenbrok, Senior Planner

G:\corresp\2003-2\Placer Parkway NOP response.doc



COUNTY OF SACRAMENTO

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

827 SEVENTH STREET, ROOM 230
SACRAMENTO, CA 95814
Telephone: (916) 874-6141
FAX: (916) 874-6400

ROBERT SHERRY
DIRECTOR

Leighann Moffitt, Principal Planner
Long Range Planning

Dave Pevny, Principal Planner
Application Processing

Richard Maddox, Principal Officer
Code Enforcement

Ana Rhodes, ASO III
Administration

October 31, 2003

Celia McAdams, Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Subject: Comments on NOP for Draft Tier 1 EIS and EIR

Dear Ms. McAdams :

Sacramento County supports regional coordination as an important component of local planning and we thank you for the opportunity to comment on the Parkway Preservation Project NOP. We offer the following comments from the Planning Department in response to your Notice of Preparation.

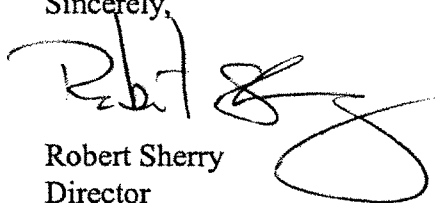
Planned Development. Sacramento County is particularly interested in development adjacent to the North Natomas region in which there is significant planned growth within the City of Sacramento, and at the Metro AirPark adjacent to International Airport. Furthermore, additional portions of this area are under consideration for development through a collaborative effort between Sacramento County and the City of Sacramento know as the City-County Joint Vision for Natomas (Natomas Vision). Alternative maps under study for the Natomas Vision EIR both include potential development south of the Sacramento/Sutter County Boundary, east of Hwy 99. The area immediately adjacent to the Sacramento/Sutter County line, shown as a "community separator", would extend about a mile south of the county line and would be designated for permanent open space. We anticipate, however, that south of the community separator there would be significant new development. Please consider this new development as you analyze the impacts of the Corridor Preservation Project.

Growth Inducement. The proposed corridor is intended to hold a roadway that will provide a major east-west connector. The project description implies that the roadway would not be located, or designed, to serve local traffic. As such, the roadway would have only limited

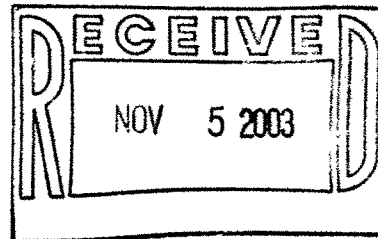
potential to induce unplanned growth. Please carefully evaluate the impacts of potential unintended growth to the area, ensuring that any program for restricting access would be permanent and therefore based on land acquisition or permanent easement. Such a program should be in place prior to construction. While this project is in process, entitlement applications should be denied for land uses along the corridor that might be contrary to the concept of a regional connector roadway.

Please address any questions you might have to Michael Winter, Associate Planner. You may call ((916) 874-5849) or email (winterm@SacCounty.net).

Sincerely,



Robert Sherry
Director



Community Development

311 Vernon Street
Roseville, California 95678-2649

October 31, 2003

Celia McAdam, Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
• Auburn, CA 95603

Via: Fax and Regular Mail

*Fax No. (530) 823-4036
Page 1 of 1*

Subject: Placer Parkway Corridor Preservation Project EIR – NOP Comment

Dear Ms. McAdam:

Thank you for the opportunity to review and comment on the NOP for the Placer Parkway Corridor Preservation Project Draft EIR. We have reviewed the NOP and offer the following comments for your consideration.

The traffic analysis should include development associated with the West Roseville Specific Plan and a potential future parkway corridor just north of the plan area. The public comment period for the draft EIR closed on October 30, 2003 and the Roseville City Council will consider the project on December 3, 2003. Also, given recent direction provided by the Placer County Board of Supervisors regarding two university development proposals, the project's open space preservation goals may require reconsideration and the EIR should analyze the potential need for interchanges to best serve these areas and ensure that the Placer Parkway project provides maximum transportation benefits. Traffic modeling for the project should also include a scenario where Watt Avenue is extended and connected to Placer Parkway.

Thank you for consideration of our comments. Should you have any questions, please don't hesitate to contact me.

Sincerely,


Mark Morse
Environmental Coordinator

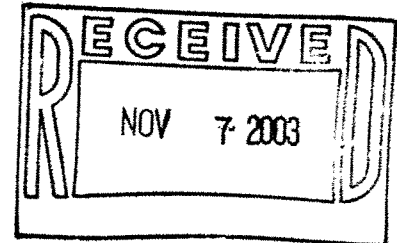


PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue/Auburn, California 95603/Telephone (530) 886-3000/FAX (530) 886-3080
Web Page: <http://www.placer.ca.gov/planning> E-Mail: pkthomps@placer.ca.gov

November 4, 2003

Celia McAdam
Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Lincoln, CA 95603



Subject: Placer Parkway Corridor Preservation Project - Notice of Preparation - Draft Tier 1 Environmental Impact Statement and Environmental Impact Report

Dear Ms. McAdam:

This is in response to the Placer County Transportation Planning Agency's request for comments on the Draft Tier 1 Environmental Impact Statement and Environmental Impact Report for the Placer Parkway. The Placer County Planning Department appreciates the opportunity to respond to this proposal given that the proposed project is located in western Placer County.

The grassland areas of Placer County have decreased by over 50% from historic levels. Grasslands are defined as all habitats dominated by grasses and/or by forbs. Within the Central Valley, nearly 2,000,000 acres have been lost since the 1940's within areas receiving water deliveries from the Federal and State water projects. Grassland dependent species include, the coyote, badger, numerous other small mammals and rodents, and migratory birds such as the western meadowlark, American kestrel, northern harrier, and western kingbird. The combination of soil and climate in the valley has proved irresistible to farmers; so much of the original grassland plant community has disappeared. There are four primary problems affecting grassland species today, which Placer Parkway will exacerbate:

- Loss of grassland habitat
- Decreased (and decreasing) patch size of remaining grasslands
- Fragmentation of a contiguous vegetation community
- Introduction of additional non-native species

Moreover, the remaining grassland areas in Placer Country are vital to function and success the vernal pool landscape, of which more than 90% have already been lost. Evidence now suggests that destruction of grassland areas associated with vernal pool complexes will degrade the remaining vernal pools. If a vernal pool complex does not include the entire adjoining grassland subwatershed and is not hydrologically intact, the flow of water across the landscape will be changed if the land outside the reserve is altered, say by construction of a road. This in turn might

change the depth of duration of ponding in the pools, which in turn might reduce their ability to support the key species we wish to protect. Grassland vernal pool complexes and the associated riparian corridors are part of an integrated grassland ecosystem. Numerous species are dependent upon all three habitat types.

Placer Parkway's alignment, though process will dictate choosing the most practicable least environmentally damaging route, will significantly impact vernal pool complexes, the associated grasslands and the species dependent on the vernal pool grassland ecosystem. The unique environment of vernal pools provides habitat for numerous rare plants and animals that are able to survive and thrive in these harsh conditions. Many of these plants and animals spend the dry season as seeds, eggs, or cysts, and then grow and reproduce when the ponds are again filled with water. In addition, birds such as egrets, ducks, and hawks use vernal pools as a seasonal source of food and water.

Vernal pools are considered an important natural resources in California and worldwide because they are:

- *Part of Our Rich California Heritage.*
- *Historical Use by Native Americans.*
- *Important to Migrating Waterfowl.* The Central Valley is part of the pacific flyway, a migratory route for waterfowl specie extending from Alaska to South America. In spring and winter, migrating waterfowl are often observed feeding and resting in Central Valley vernal pools. Recent studies suggest that the protein-rich invertebrates and crustaceans, as well as the roots and leaves of vernal pool plants provide an important seasonal food source for the waterfowl as well as other non-migratory bird species.
- *Moderates Seasonal Flooding and Maintains Water Quality.* Vernal pools and other wetlands collect water, moderating seasonal flooding during storm events. Wetlands, including vernal pools also remove contaminants from the water, including agricultural and urban runoff.
- *Home to Rare, Threatened & Endangered Plants & Animals.* The vernal pool landscape is home to flora such as Ahart's dwarf rush, Boggs Lake hedge-hyssop, dwarf downingia, legenere, Red Bluff dwarf rush, and fauna as vernal pool fairy shrimp, vernal pool tadpole shrimp, western spadefoot toad, and the California tiger salamander.

Another critical habitat zone that will be impacted by the proposed parkway is the riparian corridor of the Pleasant Grove/Curry Creek watershed. Riparian vegetation in Placer County makes up less than 0.5% of the total land area. Yet, riparian habitats have long been recognized as important to ecosystem integrity and function across landscapes. Riparian habitats have been identified as the most important habitats to landbird species in Placer County, yet they have been decimated over the past 150 years. There has been no estimate for the total historical extent of riparian habitat in Placer County. Current estimates of remaining riparian habitat in the state range from 2% to 5% for the Central Valley.

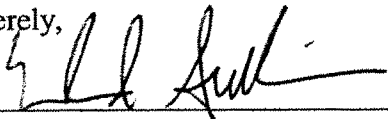
Celia McAdam
RE: Placer Parkway - NOP - Draft EIS/EIS
November 4, 2003
Page 3

Riparian habitat pertains to the banks and other adjacent terrestrial (as opposed to aquatic) environs of freshwater bodies, watercourses, estuaries, and surface emergent aquifers (springs, seeps, and oases). The available water provides soil moisture in excess of that typically available through local precipitation and potentially supports the growth of mesic vegetation. Here, *vegetation* refers to all the plant species in a region and the way they are arranged. The terms *riparian habitat* and *riparian vegetation* represent broad physiographic units and may include areas with few or no plant species in common. This is especially true in California, where differences in species diversity, topography, biogeography, climate, and geology are so great. Healthy riparian habitat in Placer County includes a dense understory where many native species breed, forage and seek shelter. Many of the special status species so identified in the grassland areas are dependent upon the Pleasant Grove/Curry Creek riparian corridor. In addition, the Placer Parkway Project could impact habitat for the giant garter snake, which is present in Sutter County, the valley elderberry longhorn beetle, and the yellow-billed cuckoo. In closing, the Placer County Planning Department recommends that the Placer County Transportation Planning Agency cross-check special status species lists of both the California Department of Fish & Game and the US Fish & Wildlife Service for all alignments within the project area. Mitigation for the impacts identified above should concentrate on the loss and fragmentation of habitat for individual species of concern, impacts associated with the permanent fragmentation of the landscape, and the cumulative growth inducing impacts of the project on the habitats present within the proposed alignment.

In addition to the loss and fragmentation of wildlife habitat, the Placer Parkway impact on agricultural lands could be significant. Alignment considerations must weigh the impacts on the County's farm economy by minimizing fragmentation of working farms and ranches. Fragmentation of farm parcels and loss of prime rice and pasturelands must be mitigated. Placer County's working farms and ranches contribute stability, diversity and revenues to the rural economy and Placer County as a whole. Moreover, many of Placer County's rice and pasturelands provide quality habitat for wildlife, including special status species. A cost benefit analysis on the impacts of this project on the farm economy must be conducted.

Thank you again for your consideration of our comments. If you have any questions regarding these comments, please do not hesitate to contact me directly.

Sincerely,

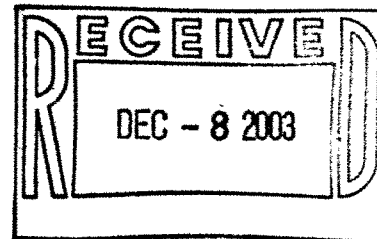


Edmund Sullivan
Senior Planner

cc: Fred Yeager, Director of Planning
Loren Clark, Assistant Planning Director
Supervisor Weygandt
CEO
Chron file

December 4, 2003

Ms. Celia McAdam, Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603



SUBJECT: NOP, DEIS/DEIR PLACER PARKWAY CORRIDOR PRESERVATION PROJECT

Celia
Dear Ms. ~~McAdam~~,

Thank you for sending the NOP referenced above. The Sacramento Metropolitan Air Quality Management District (District) staff offers the following comments:

1. The District will evaluate the referenced project for the air quality impacts during the construction and operational phases. Due to the magnitude of the project, the equipment used during construction could have significant air quality impacts. If the EIR/EIS bears that out, the District has comprehensive measures that need to be followed. At the appropriate time, after reviewing and evaluating the EIR/EIS, District staff will provide more details on those measures.
2. The District staff will obviously be interested in evaluating and commenting on the EIR/EIS for air quality impacts during the operational phase of this project. As the draft documents are prepared and discussed, I will be the District point of contact for information meetings and workshops. I can be reached at (916) 874-4887 or by email at asmith@airquality.org.

If you have questions or comments, please use the contact information listed above. Thank you, again, for providing the NOP on this significant project for the Sacramento region.

Sincerely,



Art Smith
Associate Air Quality Planner Analyst

c. Ron Maertz, SMAQMD

Comments Received from Organizations



**SIERRA
CLUB**
FOUNDED 1892



ECOS
ENVIRONMENTAL
COUNCIL
OF SACRAMENTO

LIST
CM
12:10.29.03



Sierra Foothills Audubon Society

October 28, 2003

Celia McAdam, Executive Director
Placer County Transportation Planning Agency
550 High Street
Auburn, CA 95603

RE: Comments Placer Parkway NOP

Dear Ms. McAdam:

Thank you for the opportunity to comment on this project. The comments below were written on behalf of Sierra Foothills Audubon Society, the Mother Lode Chapter of the Sierra Club and the Environmental Council of Sacramento (ECOS).

The assumption regarding 'no off-ramps' is unrealistic:

The working assumption that the Placer Parkway would have no on/off-ramps in the section that passes through western Placer County is unrealistic and will result in an inaccurate estimate of the environmental impacts of the various corridor options.

Assumptions are now being made by two and possibly three proposed projects that there will be at least one Watt Avenue on/off ramp, even though the original concept only called for a study of this possibility. Given the dramatic growth envisioned along the potential Parkway routes by projects proposed recently (West Roseville Specific Plan, Placer Ranch, De la Salle community), one must assume that there will be tremendous pressure by developers and jurisdictions to add more on/off ramps. We are aware of no mechanism that could be put in place that could prevent local jurisdictions from adding those additional on/off ramps in the future. Conservation easements or other deed restrictions could all be reversed or condemned by the local land use authorities. Environmental documents would have to be redone, but that would be a small barrier if the political pressure was strong enough, as it is almost guaranteed to be. Therefore, any environmental analysis that is done under this assumption will be fundamentally flawed and will grossly underestimate the actual impacts. The process of choosing the least environmentally damaging route will likewise be flawed and inaccurate.

We urge you to consider additional likely on/off ramps, as well as the likelihood of a branched Watt Ave. northern extension in all future analyses of environmental and growth-inducing impacts.

The Study Area does not permit analysis of any routes that run close to Baseline or Fiddymont roads.:

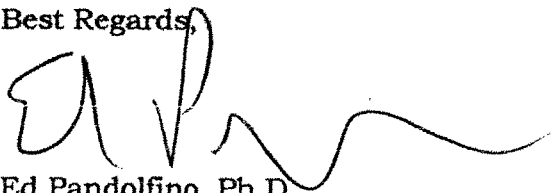
Routes that stay very close to Baseline Road and/or Fiddymont Road are likely to have the least direct and growth inducing impacts. However, the currently proposed Study Area specifically excludes both of these options. Since these roads parallel existing development in Sun City Roseville (Fiddymont) and planned/zoned development of Placer Vineyards (Baseline), routes close to them are most likely to prevent fragmentation of habitat and least likely to have major incremental growth-inducing effects.

We ask that you expand the Study Area east to Fiddymont Road and south to Baseline Road.

We realize that this additional work will be extensive and time-consuming, but given the recent events, we believe that in the long run it will best serve the criteria mandated for the Placer Parkway.

Further, we incorporate into our comments the attached documents which include comments previously supplied by ECOS to the SACOG Board of Directors regarding Placer Parkway and an alternative proposal prepared on behalf of ECOS by Ray Resler.

Best Regards,



Ed Pandolfino, Ph.D.
Chair, Placer Conservation Committee
Sierra Foothills Audubon Society
5530 Delrose Court
Carmichael, CA 95608



Alan Green
Placer Group Sierra Club
Sierra Club Mother Lode Chapter
1414 K Street, Suite 500
Sacramento, CA 95814



Ann Kohl
Chair, Transportation and Air Quality Committee
Environmental Council of Sacramento
909 12th Street, Suite 100
Sacramento, CA 95814

Written Comments Received from Individuals

Stan Tidman

From: Sue Sholtis [pctpa@foothill.net]
Sent: Thursday, October 09, 2003 1:53 PM
To: Celia McAdam; Stan Tidman
Subject: Fw: Placer Parkway Questions

Celia? Stan?
Sue

----- Original Message -----

From: "Nick Avdis" <nsavdis@hotmail.com>
To: <pctpa@pctpa.org>
Sent: Thursday, October 09, 2003 1:49 PM
Subject: Placer Parkway Questions

> Hello. I have some questions regarding the alignment of the proposed
> Placer
> Parkway. Any guidance you could provide me with would be greatly
> appreciated.
>
> Question 1: what exactly is the process for choosing the final alignment?
>
> Question 2: Does the PCTPA have to look at all alternatives at this
> stage
> of
> the process?
>
> Question 3: Where are these procedures for this process set out?
> (municipal
> code, federal law, state law, etc)
>
> Again, thanks in advance for any guidance that you provide.
>
> Nick Avdis
>
>

> Help protect your PC. Get a FREE computer virus scan online from McAfee.
> <http://clinic.mcafee.com/clinic/ibuy/campaign.asp?cid=3963>
>
>

2:10.23.03

WILLIAM F. CALLEJO, TRUSTEE
CALIFORNIA ASSOCIATES
4314 North Central Expressway
Dallas, Texas, 75206-6536
Tel: 214-742-6585
Fax: 214-826-5900
October 21st, 2003

Ms. Celia McAdam, Executive Director
Placer County Transportation Planning Agency
550 High Street - Suite 107
Auburn, California 95603

Dear Ms. McAdam:

re: Corridor concepts: Parkway: SR 65 to SR 70/99

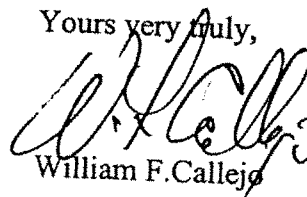
The undersigned is the registered owner of a 157 acre tract of land located on the northwest corner of Base Line and Brewer Roads in Placer County. It is my understanding that some or all of the above captioned parkway corridor concepts may concern my property. Unfortunately I was unable to attend either the Placer or Sutter County meetings held on October 6th and 8th.

Such being the case, I would appreciate receiving any literature, plans etc. which may have been given or are available to the land owners and to the public with regard to the three (3) concepts which I understand are being studied. Any other information which you deem pertinent would also be appreciated. If this request engenders any costs, I would appreciate your billing me for same.

If you know of any Federal or other California governmental agency concerned with this project which you may feel should be contacted, I would also appreciate your identifying them or it, along with their mailing addresses etc., to allow me to do so directly.

I thank you for your kind attention to this matter.

Yours very truly,



William F. Callejo

Stan Tidman

From: Sue Sholtis [pctpa@foothill.net]
Sent: Monday, November 03, 2003 10:54 AM
To: Stan Tidman
Cc: cmcadam@pctpa.org
Subject: Fw: Placer Parkway

----- Original Message -----

From: "Charlotte Borgman" <cborgmom@yahoo.com>
To: <pctpa@pctpa.org>
Cc: <cborgmom@earthlink.net>
Sent: Thursday, October 30, 2003 11:28 PM
Subject: Placer Parkway

- > October 30, 2003
- >
- > Stan Tidman, Senior Planner
- > Placer County Transportation Planning Agency
- >
- > Mr. Tidman:
- >
- > Thank you for giving me an opportunity to comment on
- > the Placer Parkway Corridor project.
- >
- > Since the Placer Parkway will be an alternate or
- > bypass for I-80 between Rocklin-Roseville area and
- > downtown Sacramento, it should follow a more southerly
- > alignment and connect to I-5 and I-80 in the Natomas
- > area. Connecting to State Route 99 will adversely
- > impact traffic on that route.
- >
- > In the 1960's Cal Trans presented Sacramento county
- > with a very comprehensive freeway plan. Cal Trans had
- > purchased right of ways and begun building the system.
- > Sacramento rejected the plan and construction halted.
- > One element of this plan was a connector from
- > Roseville-Rocklin-Auburn area to the location of the
- > State Route 99 and I-5 Junction as well as a
- > connection from I-80 directly to 12th and 16th streets
- > downtown Sacramento.
- >
- > Now, Sacramento wants Placer and Sutter Counties to
- > provide them with a by-pass route for I-80 from the
- > Roseville-Rocklin area to downtown Sacramento.
- > Sacramento wants to move people from the residential
- > areas of Placer County to the business and commerce
- > areas in Sacramento County. Sacramento County should
- > provide substantial support for this project, both
- > dollars and right of ways since this project will
- > benefit Sacramento as much or more than Placer County.
- >
- > Placer and Sutter Counties should improve the existing
- > north-south and east-west routes; improving safety and

> convenience for local residents and businesses while
> discouraging high speed intra-city traffic on local
> routes.

>
> Sincerely,
> Melvin Borgman

>
>
> _____
> Do you Yahoo!?
> The New Yahoo! Shopping - with improved product search
> <http://shopping.yahoo.com>
>

C:CM
ST
R: 10.31.03

October 29, 2003
Celia McAdam, Executive Director
Placer County Transportation Planning Agency

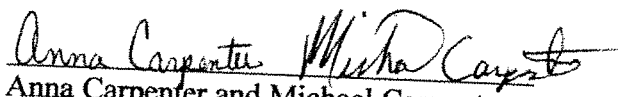
Regarding: Placer Parkway along Sunset Blvd. West.

We moved to 5550 Sunset Blvd. West in 1998. The reason we moved here was that our house in Sacramento backed up to Highway 160. The noise and traffic became intolerable to bear any more. The children would ask why lights kept driving by at night. The house shook etc.

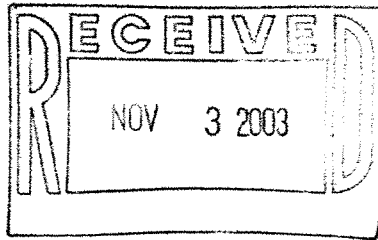
We are against any proposal to place the Placer Expressway along Sunset Blvd. West. We thought that this would remain farmland and agricultural land. We oppose any larger road than what is there right now.

Wouldn't it make more sense to build a 6 lane expressway along baseline road where all the traffic is now. This would still enable a link to highway 70 for commercial use.

Thank you


Anna Carpenter and Michael Carpenter

Law Offices of
GEORGE E. PHILLIPS



2306 Garfield Avenue
Carmichael, California 95608
Telephone (916) 979-4800
Telefax (916) 979-4801

October 31, 2003

Celia McAdam
Executive Director
PCTPA
550 High Street, Suite 107
Auburn, California 95603

Re: Placer Parkway Transportation Corridor

Dear Ms. McAdam:

We are writing on behalf of sisters Joan Allen and Sharon Musto, who currently own 216 acres of active farmland property (i.e. rice, clover seed and sudan grass seed) located near the proposed Placer Parkway Transportation corridor in Placer County. The property parcel number is 017-090-030.

Joan and Sharon are highly concerned that the proposed Placer Parkway Transportation corridor may adversely impact their property, including their ability to continue efficient farming operations. Specifically, if Placer Parkway Transportation corridor roads bisect any portion of the property, future farming operations will be adversely impacted.

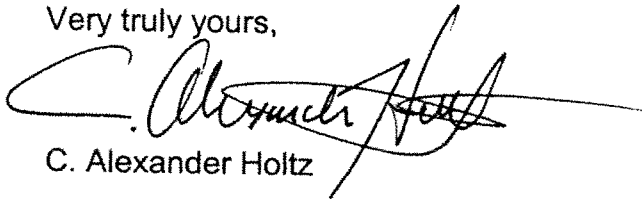
The Allen family has been involved in the farming business for many years, and are dependent upon efficient farming operations for their income. For these reasons, and others, Joan and Sharon are concerned about the location and/or placement of the Placer Parkway Transportation corridor roads.

Given the potential adverse impacts to the property, we are requesting that PCPTA include our firm on the list for any and all future notices and documents for the Placer Parkway project. Additionally, by this letter, Joan and Sharon wish to record their objection to any alignment of the corridor that would interfere with their ongoing farming operations.

Celia McAdam
October 31, 2003
Page 2

If you should have any questions regarding any of the above, please do not hesitate to contact us. Thank you for your assistance and cooperation in these matters.

Very truly yours,

A handwritten signature in black ink, appearing to read "C. Alexander Holtz", with a long horizontal flourish extending to the right.

C. Alexander Holtz

cc: Wayne Allen
Joan Allen

TO: Celia McAdam Executive Director
Placer County Transportation Planning Agency

10:10:30.03 C: C/M
ST

October 29, 03
mailed 8AM

Regarding: West Pacific Plan
and Placer Parkway

Please do not allow these projects to happen. These projects would only destroy, disrupt + pollute the peaceful country setting for living + destroy wild life as well. We have seen also a large jump in traffic and theft in our surrounding neighborhoods. The Parkway will only increase noise, pollution + traffic. It would be unfair for our communities to have this freeway put in our front yards. We want our concerns heard. We are concerned also, regarding the West Pacific Plan we don't want our water depleted from our wells. We want to be informed clearly regarding these projects and want meeting dates sent to us in due time, and our concerns heard.

Sincerely

3271 Amonuso
Roseville Ca 95747 Dwight + Rachel Johnson
916-655-3488

R: 10.30.03 C: CM
ST

Mr. & Mrs. James Gleason
6495 Sunset Blvd. West
Roseville, CA 95747

October 25, 2003

Celia McAdam
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Dear Ms. McAdam,

Having raised our family and operated a cattle ranch in southwest Placer County for the past 30 years we are gravely concerned about the proposed Placer Parkway. After attending your scoping meeting of October 9, 2003 and the Board of Supervisors "workshop" on October 20, 2003 we were left with a number of concerns related to the proposed parkway. We will attempt to list them as briefly as possible.

1. The information presented at the October 9th meeting was less informative than the similar meeting held in 2001. In 2001 we were given the impression that the lines drawn on the map represented the proposed passages to be studied and considered for the roadway. Two years later we are told that those lines really do not have any validity. The result of this **ILLUSIVE PARKWAY** is that the residents, ranchers and farmers as well as the potential developers are being **HELD HOSTAGE** by the Placer County officials and bureaucrats.
2. The format of the 2003 meeting was different than in 2001. In the latest meeting no one was offered the opportunity to voice their opinions or pose questions in front of the group as a whole. I would suggest that this format is not entirely friendly to the public, which you claim to serve.
3. Prior to any future meetings we feel that **ALL** of the residents within the study area and those **BORDERING** it should be included on the notification mailing list. This would include everyone on Sunset Blvd. West, Amoruso Way, and Pedigrew Road, Brewer Road.
4. Our ranch sits on 160 acres on the south side of Sunset Blvd. West. If the parkway was to come directly west down Sunset Blvd. West, and if the path was kept at 1000 feet it would **IMPACT OUR QUALITY OF LIFE IRREPARABLY**. The easement and roadway would wipe out 50% of our irrigation system, 70% of our pastureland, 90% of our established trees, and 100% of our operating facilities. Our home, which now sits nearly ¼ of a mile from the county road, will have an expressway less than 200 feet from the front door. The net result for us personally would be the **TOTAL DESTRUCTION OF OUR HOME, OUR LIVELIHOOD and OUR FUTURE RETIREMENT PLANS**.

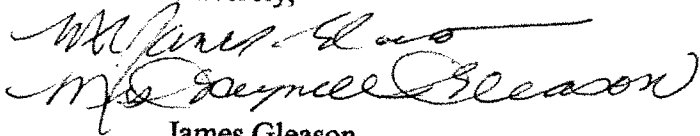
5. When asked how the current residents of Sunset Blvd. West and Amoruso Way would access their homes the answer is that "NO ONE KNOWS." If a frontage road is not included in the 1000 ft easement then we would most likely LOSE OUR ENTIRE HOUSE! Once again we are left hostage!
6. Why 1000 feet? If the proposed expressway only requires a 250 foot corridor than how can eminent domain be used to claim another 750 feet? Is this even legal? There have recently been a number of stories publicized nationally regarding cities and counties illegally using the power of eminent domain. Most have resulted in class action suits. It is our impression that the laws regarding eminent domain were designed to provide for public works projects. Environmental setbacks do not fall under the categories of roadways, water or sewage lines. If used as such it could easily be seen as a GIFT TO THE DEVELOPERS to lighten their load of environmental mitigation.
7. Every politician and bureaucrat claims to want to limit development in out part of the county. Yet each of the potential routes includes the "tentative extension of Watt Ave." It would be naïve to think that the extension of Watt Ave., with the included interchange at the expressway, would not bring more development.
8. We were told that "by the middle of 2004 you would be studying the corridors." This would imply that the county KNOWS more than it is willing to tell the public. Why can't the public know what corridors are going to be studied?
9. We commend the Planning Dept. on their foresight to consider the routing of the parkway concurrently with development. Yet, having agreed to that guideline, the Board of Supervisors are put into a difficult situation with AKT's demand to revise the general plan and rezone the properties west of Roseville in two years. The timetable for the parkway is in direct conflict with this scenario.
10. Environmentally speaking (birds, wildlife, grasses, etc) there is nothing on the south side of the creek that does not exist on the north side of the creek. Agriculturally, however, the "locals" have always referred to the south side of Pleasant Grove Creek as "the desert."
11. We have noted that there has not been any mention of the seasonal flood waters that we experience on Sunset Blvd. West. To our knowledge this has never been a problem on the south side of Pleasant Grove creek.
12. We would also like to know how this project is going to be financed. A recent article in the Sacramento Bee revealed that the state expects its transportation funds "to be backlogged over \$1 billion by December." It went on to say "over the past three years, legislators have borrowed more than \$2 billion in transportation money, leaving little for new highway projects...373 projects the transportation commission had planned to approve have been indefinitely postponed... in December the commission will approve a new five-year spending plan. Many expect the plan merely to reprioritize PREVIOUSLY

APPROVED projects.” What kind of financial impact is this project going to have on the existing residents of Placer County?

13. It has been stated that the county hopes to identify the potential corridors so as to “allow for the acquisition or preservation of the right-of-way.” This gives the impression that the county wants to “tie up the land” at current prices for a project that is not slated to begin construction for three more years. It was also stated that the existing monies of \$50 million is expected to cover the costs of planning, the EIR and the acquisition of 17 miles of land. Apparently the bureaucrats think that the land, homes and businesses of the affected communities are of little value. In the past 3 years alone the value of land in our area has increased by over 300%. Even the lands being sold on options are reflecting the projected increases in value. We dare to say that the \$50 million dollar purse will fall short in buying the desired amount of land.

In conclusion, we would like to reiterate that our family, and many of our neighbors, are being held hostage by the county officials. Participation in the planning process should include anyone directly affected by the proposals whether they live in the study area or on its borders. It is very easy to draw a line on a map, color in new development and project increased revenues while claiming to be environmentally sensitive. But if the human species and its existing home environment is not considered, than how can those in authority claim they want to protect “the quality of life in Placer County?”

Sincerely,

Handwritten signatures of James Gleason and Gaynell Gleason. The signature of James Gleason is on top, and the signature of Gaynell Gleason is below it.

James Gleason
Gaynell Gleason

REMY, THOMAS, MOOSE and MANLEY, LLP
ATTORNEYS AT LAW

MICHAEL H. REMY
1944 - 2003

TINA A. THOMAS
JAMES G. MOOSE
WHITMAN F. MANLEY
ANDREA A. MATARAZZO

BRIAN J. PLANT
OF COUNSEL

455 CAPITOL MALL, SUITE 210
SACRAMENTO, CALIFORNIA 95814

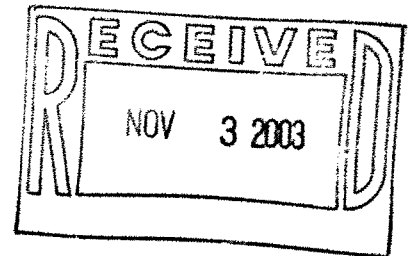
Telephone: (916) 443-2745
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OSHA R. MESERVE
JENNIFER S. HOLMAN
ANDREA K. LEISY
TIFFANY K. WRIGHT
WILLIAM C. BURKE
CHRISTOPHER H. CALFEE
ASHLE T. CROCKER
MARY E. HANDEL
SABRINA V. TELLER
DIANA L. RACHAL

Sent by Tele-fax; Original to Follow by Mail
(530) 823-4036

October 31, 2003

Celia McAdam
Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603



Re: Notice of Preparation and Notice of Intent
for Placer Parkway Corridor Preservation Project

Dear Ms. McAdam:

On behalf of the proponents of the proposed Placer Ranch Project, which if approved would include a new branch campus of California State University at Sacramento in unincorporated Placer County, please accept the following comments on both the Notice of Preparation ("NOP") and the Notice of Intent ("NOI") for the Placer Parkway Corridor Preservation Project ("the Project"). As will be explained below, our main comment on each document is that the environmental impact statement/environmental impact report ("EIS/EIR") for the Project should be prepared in coordination with Placer County, which will soon be actively engaged in planning the Placer Ranch property.

Our Placer Ranch Specific Plan is proposed on a 2213-acre site within Placer County's Sunset Industrial Area. The site borders the City of Roseville ("City") on the south and is located within the City's sphere of influence. The Western Regional Sanitary Landfill borders a portion of the site on the north. Fiddymont Road bisects the property, and Sunset Boulevard currently terminates near the east end of the site. In preparing our proposed land use plan, we

have assumed that the future Placer Parkway will cross through the northern portion of our site, and will have two interchanges within the property. A great deal of thought went into making these assumptions.

On October 20, 2003, the Placer County Board of Supervisors ("Board") directed County Staff to begin the process of subjecting our soon-to-be filed application to environmental review, with the intent of bringing the proposed Specific Plan to the Board for eventual action once an EIR is complete. In providing this direction, the Board was aware that the Placer County Transportation Planning Agency ("PCTPA") and the Federal Highway Administration ("FHWA") have not yet identified a corridor or an alignment for the Placer Parkway, and probably will not do so officially until late 2006 or early 2007. The Board therefore instructed staff to work closely with PCTPA in order to maximize the chances that the alignment shown in the eventual Placer Ranch Specific Plan will be the same alignment ultimately chosen by PCTPA and FHWA after consultation with the United States Fish and Wildlife Service and the Environmental Protection Agency. We know that County staff will reach out to these agencies to ensure proper coordination as the two projects proceed concurrently. We are writing these comments to respectfully request that PCTPA and FHWA make a similar level of effort to coordinate with the County.

We are well aware that, in determining the ultimate alignment of Placer Parkway, PCTPA, FHWA, and other agencies participating in planning the facility will seek the "least environmentally damaging practicable alternative." We believe that the alignment shown in our proposed Specific Plan is consistent with that obligation. We are aware, however, that, as your process proceeds, additional information might require us to revisit that assumption. We are hopeful that, as the two projects move forward, inter-agency coordination will ensure that our Specific Plan as eventually approved will be consistent with the likely alignment ultimately identified by PCTPA and FHWA. A constant, ongoing dialogue between the persons working on the two projects is the best means of bringing about such a desirable result.

We respectfully note that, as part of FHWA's review under the National Environmental Policy Act (42 U.S.C. § 4321 et seq.), account should be taken of the land use plans of affected local government such as Placer County. The NEPA Regulations adopted by the Council on Environmental Quality ("CEQ") identify factors federal agencies must consider in determining whether proposed federal actions will cause significant effects on the human environment. One factor to consider is the "intensity" of potential impacts. "[I]n evaluating intensity," federal agencies must consider "[w]hether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment." (40 C.F.R. § 1508.27(b)(10).) This language has been understood as disfavoring federal undertakings that run contrary to local general plans and similar policies. In *Maryland-National Capital Park*

and Planning Commission v. U.S. Postal Service (D.C. Cir. 1973) 487 F.2d 1029, 1036-1037, the court reasoned that:

[w]hen . . . the Federal Government exercises its sovereignty so as to override local zoning protections, NEPA requires . . . careful scrutiny. NEPA has full vitality, and its policies cannot be taken as effectuated by local land use control, where the proposal of the Federal Government reflects a distinctive difference in kind from the types of land use, proposed by private and local government sponsors, that can fairly be taken as within the scope of local controls. The same considerations may apply where there are differences in degree so great as to make a difference in kind, or where potential environmental effects extend geographically beyond the control on one independent local or regional government.

(See also 42 U.S.C. § 4331(a) (NEPA's policy goals are to be achieved "in cooperation with State and local governments"); *City and County of San Francisco v. United States* (9th Cir. 1980) 615 F.2d 498, 501 (adequate NEPA review of a federal project affecting a local community requires close cooperation between the federal and local agencies).)

Although Placer Ranch is not an approved project enshrined in an approved Specific Plan and zoning, the recent Board of Supervisors directive strongly suggests that the Board will likely someday approve the Specific Plan. Members of the Board expressed particular enthusiasm about the prospect of having a California State University campus located within Placer County. We believe that considerations of inter-agency comity and cooperation, not to mention long-standing NEPA principles, require close coordination between FHWA, PCTPA, and Placer County as both Placer Ranch and the Placer Parkway Corridor Preservation projects move forward concurrently.

The California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) ("CEQA") also contemplates that lead agencies analyze means to avoid having proposed projects run afoul of local land use plans. Section 15125, subdivision (d), of the "CEQA Guidelines"¹ requires EIRs to "discuss any inconsistencies between the proposed project and applicable general plans and regional plans." Although, as noted above, the Placer Ranch Project is not yet officially reflected in the County's General Plan, our project will almost certainly be before the Board well in advance of late 2006 or early 2007, and thus is very likely to be reflected in the

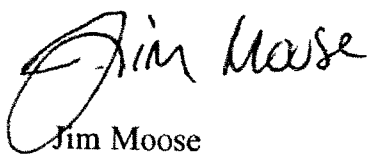
¹/ The CEQA Guidelines are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Celia McAdam
October 31, 2003
Page 4

General Plan before the corridor preservation process is complete. Prudence therefore suggests that, in preparing the EIR/EIS for your project, you should treat the Placer Ranch project as a "given," and consider its location in determining the "practicability" of any proposed Placer Parkway alignment.

Thank you for the opportunity to provide these comments. Please do not hesitate to call me if you have any questions regarding the thoughts expressed above, or as part of mutual efforts to coordinate the two projects.

Sincerely,



Jim Moose

cc: Fred Yeager
Eric Bryant
George Phillips
Terry Lowell
Holly Tiche

R: 10.23.03

Quentin Miller
7713 Rosestone Lane
Roseville, CA 95747
October 21, 2003

Celia McAdam, Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Subject: Proposed Placer Parkway Routes

As a Sun City Roseville resident concerned about the impact of traffic upon our quality of life, I favor the northern-most of the three alternatives proposed for the Placer Parkway. I believe that the southern and central routes would more negatively impact the quality of life of the human population in the vicinity of the eastern end of the proposed Parkway.

My wife and I have lived in Sun City Roseville for five years. In that 5-year period, we have experienced a terrible increase in heavy truck and commuter traffic on the roads (notably Fiddymont and Blue Oaks) surrounding our previously peaceful community. The result has been a dramatic increase in noise pollution during commute hours, a probable increase in localized air pollution, and a great increase in risk to the health and safety of the active members of our community who use the bicycle lanes and sidewalks for daily exercise. Since most of our residents are retired and "at home" during commute hours, the noise and air pollution that accompanies heavy truck and commuter traffic directly impacts our quality of life. The features of Placer County life that appealed to us five years ago are rapidly disappearing.

While we hope that the Placer Parkway will reduce heavy truck and commuter traffic on the roads immediately surrounding our community, we fear that the Parkway will be an all-day and all-night source of noise and air pollution. We fear that on-ramps and off-ramps, if built near the eastern end of the Parkway, will only exacerbate traffic problems in northwest Roseville.

It's important to consider the environmental impact of the proposed Placer Parkway upon grassland wildlife and farmland. But, in my opinion, it is equally important to consider the potential negative impacts upon the thousands of residents living in the vicinity of the proposed routes. It is my

recommendation that Placer Parkway be routed as distant as possible from the populated regions of northwest Roseville to minimize the impact of the accompanying noise and air pollution upon the human residents. For those reasons I favor the northernmost of the three proposed routes. For the same reasons, I oppose the construction of any on-ramps or off-ramps other than those at the immediate ends of the proposed Parkway.

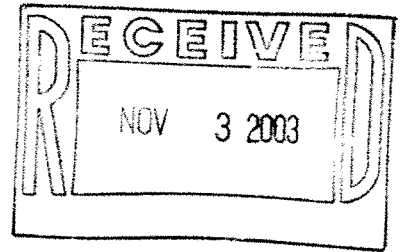
Please consider the impacts upon the human resident population when evaluating alternative routes for the proposed Placer Parkway.

Sincerely,

A handwritten signature in cursive script that reads "Quentin Miller". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Quentin Miller

BROOKFIELD
SUNSET



October 30, 2003

Via U.S. Mail & Facsimile at (530) 823-4036

Celia McAdam
Executive Director
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

RE: *Landowner Comments on Placer Parkway Route Alignment Alternatives*

Dear Ms. McAdam:

Brookfield Land Company, Inc. ("Brookfield") supports the need for the Placer Parkway project to create a regional transportation corridor between Highway 65 and Highway 99.

Brookfield believes the preferred alignment should be Alternative 2 (Placer County General Plan Alignment – Expressway/Freeway) for the following reasons:

- Alternative 2 is likely to carry the greatest traffic volumes.
- Alternative 2 would provide the best connectivity to the City of Roseville and to critical destinations such as Sacramento International Airport.
- Alternative 2 connects to Highway 99 between Sankey Road and Riego Road, the location preferred by Sutter County, and does not impact sensitive habitat areas as does Alternative 3 where it connects with Highway 99.
- Alternative 2 can provide critical connections between De La Salle University and CSUS Placer. The Placer County Board of Supervisors has just agreed to begin an expedited General Plan Amendment to permit consideration of both projects and ultimate approval of both universities appears likely.

An acceptable alternative would be a modified West Sunset alignment as shown on the attached map.

- The modified alignment is based on the recent Placer Ranch (CSUS Placer) project submittal to Placer County and would work well for both the Placer Ranch project and the Brookfield Sunset project immediately adjacent on the west (see location on attached map).
- This alignment would exclude the 1,000 foot buffer (as does the Placer Ranch proposal) on the basis that with development likely in portions of the Central Segment, open space should be preserved in logical and usable blocks rather than in strips along a freeway. We think the likely approval of the two university campuses suggests that certain Placer Parkway policies (including buffer widths) should be revisited.

Celia McAdam
October 30, 2003
Page 2 of 2

Any alternative which causes the Placer Parkway to bisect the Brookfield Sunset project would not be acceptable.

- We believe the Brookfield Sunset project is a logical extension of the CSUS Placer campus and will provide critical housing and other support to the campus and by so doing will make a major contribution to the economic strength of the region.
- This value will be lost if the parcel is carved in two by an alignment of the Placer Parkway. We also note that in this circumstance the parcel could no longer be farmed in any economically viable way.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "S.P. Rosenblatt", with a long horizontal flourish extending to the right.

Steven P. Rosenblatt
Brookfield Land Company, Inc.

Comment Cards Received from Individuals

Placer Parkway Corridor Preservation Tier 1 EIS/EIR Project Summary of Public Scoping Meeting Comment Cards

Roseville Scoping Meeting – Monday, October 6, 2003

Comment R-1: Allan Sanders, rancher, shows location of ranch (see accompanying map for location).

Comment R-2: Ray Vatie, farmer, shows location of farm (see accompanying map for location).

Comment R-3: Alan Green, Sierra Club, PPCP SAC member. Shows other alignment alternative, hugging the southern boundary of the study area to a north of Riego Road interchange to help set urban boundary.

Comment R-4: Jane McKinsey wants copies of the alignment alternatives and any other materials.

Comment R-5: Doug Dieter represents property owner at the south side of the study area. Wants copies of all maps. Opposes southern alignment. Supports alignment(s) north of Curry Creek and south of Pleasant Grove Creek. Wants to be notified of any new developments.

Comment R-6: Allen Johnston, Pleasant Grove Resident. Would like to get copies of maps of all alignment alternatives. Doesn't think the corridor should interrupt Pleasant Grove community. Would prefer to see the corridor at the southern end of Sutter County and northern end of Sacramento County.

Pleasant Grove Scoping Meeting – Thursday, October 9, 2003

Comment PG-1: Rob Lapkass, property owner, shows location of home, which is adjacent to the project study area (see accompanying map for location). Lapkass also provided separate comments on a comment card (see Comment PG-26).

Comment PG-2: Robert Wallace, property owner, resident, and farmer, shows location of his property and current existing high-tension lines (see accompanying map for location). Also mentions proposed route of new high-tension towers and lines. Wallace said his property will have double high-tension lines on the north and east sides, plus the parkway on the east and south sides.

Comment PG-3: Trudy Bianchi, property owner, resident, and farmer, shows location of her property (see accompanying map for location).

Comment PG-4: Chuck Aldous shows location of his property (see accompanying map for location).

Comment PG-5: Anonymous comment shows location of Best Machinery (see accompanying map for location).

Comment PG-6: Cooper, property owner, shows location of property and also location of Gillan, a “really old nice house (circa 1915) restored” (see accompanying map for location).

Comment PG-7: Anonymous comment shows location of Viducich – CWF and Federal Government Fund Wetland (see accompanying map for location).

Comment PG-8: Frank and Mary Tester, property owners and residents, show location of primary residence (see accompanying map for location). Opposed to consideration of a central alignment as it would hurt them as property owners and take a good chunk of their 20 acres of land. Comment that it would be more sense to make use of the southern coridor because it would benefit a greater population in the three cities of Roseville, Rocklin, and Lincoln. Says that where they live, terrain is lower, wetlands, used for rice growing, and flood prone.

Comment PG-9: Sherrie Dortch, representing Obie Reynolds, her father. She is a property owner and her father is a resident. Comment shows the location of the Reynolds’ property, 19 acres on the corner of Sankey Road and Pleasant Grove (see accompanying map for location). Dortch says her father would not like the central alternative unless PCTPA plans to pay for all of his property rather than just 2 acres because the rest of the property would only be good for commercial uses and not for residential living. Her father feels living beneath a freeway would be environmentally unsafe, not to mention the debris thrown from passing cars. Dortch said they experienced this when the property where they lived previously was purchased for a freeway in San Bernardino. The neighborhood in which their property was located became a high crime neighborhood and property values went down because of the location next the freeway.

Comment PG-10: Don Heilaman, representing Obie and Lennie Reynolds, his father and mother-in-law. They are property owners and residents in the study area. Comment shows location of property (see accompanying map for location). Heilaman would not like a freeway taking up the backside of identified property and that his father-in-law feels the same way. Understands that the freeway is needed for the growing population. Asks if PCTPA does take some of the property, will PCTPA buy it all. Does not want to live on the same property as a freeway.

Comment PG-11: Amber Heilaman, representing Obie Reynolds, her father. She and her father are property owners and residents in the study area. Comment shows location of property (see accompanying map for location). Comments that father owns the property and would not want the central corridor because it cuts across the back of the property, making it unfit for residential, unless the whole 19 acres was purchased. Asks who wants to live by a freeway. Says the area needs relief from the steady pouring traffic, but doesn’t want only a portion of the property taken. Comments that without on and off ramps in the area, it will become a derelict area. Says that there are several stores and delicatessens that thrive because of the Riego Road traffic.

Comment PG-12: Douglas Gran, property owner and resident, shows location of property (see accompanying map for location). Says he did not get notice of meeting and asks to be added to mailing list. Does not want house taken.

Comment PG-13: Chris Burke, property owner, resident, and farmer, shows locations of properties in the study area (see accompanying map for location). Says he does not like plans for Pleasant Grove or his property. Says he did not get any notice in the mail.

Comment PG-14: Douglas Quackenbush, property owner, shows location of his property (see accompanying map for location). Same comment card, Don Berry, also a property owner, shows location of his property (see accompanying map for location).

Comment PG-15: Shows location of Ray Azevedo Farm (see accompanying map for location).

Comment PG-16: Robert Wallace, property owner, resident, and farmer, shows location of Mallard Brood Pond Program with California Department of Fish and Game (see accompanying map for location). Also shows location of another owner (Vidish) and 90 acres in some CDFG conservation program (see accompanying map for location). Comments that his property is 200 acres total farmed in rice. The southeast corner (approximately 10 acres, where the proposed Parkway would cross Fifield Road) has been utilized by CDFG as Mallard Brood Pond Program. The land is kept out of farming and flooded until mid-July so ducks can hatch.

Comment PG-17: Jenae Johnston, property owner and resident, shows location of residence (see accompanying map for location).

Comment PG-18: Glenn Stevens, property owner and resident, shows location of properties owned (see accompanying map for location).

Comment PG-19: Daniel Johns, property owner and Vice President and Chief Executive Office of Holt of California, comments that Holt owns 160 acres on the east side of Pacific Avenue between Sankey Road on the north and Riego Road on the south. Says that one of the proposed south alignments would negatively impact the southern portion of the Holt property. Says Holt's preference for a westerly corridor would be to the north along Sankey Road or to the south connecting to Highway 99 south of Riego Road. Neither of these two alternatives would impact an existing industrial area such as Holt's, which employs over 200 people in the South Sutter County Region.

Comment PG-20: Anonymous comment shows location of something (home) (see accompanying map for location).

Comment PG-21: Leslie and Sandra Smith, property owners and residents, shows location of residence (see accompanying map for location) (WK: based on the identification of the same location, seems that Comment PG-20 is from Leslie and Sandra Smith). Smiths also outline the approximate location of an alternative alignment from a location between Whitney and Sunset in the east, diagonally through (from NE to SW) of the central segment of the study area in Placer County, and then out of the study area at Brewer and Baseline and then south of the study area boundary. Smiths want the corridor to bypass Sutter County and Pleasant Grove altogether.

Smiths are quite upset with the corridor, as they feel that "Pleasant Grove gets screwed again!" Have witnessed traffic and growth in the area and have been forced to deal with all the "City" issues and will now have to deal with more noise, traffic, etc and with no infrastructure/benefits. Feels that Placer County has presented itself in a rough shod manner over Pleasant Grove and feel that community does not have any say in what goes on in their own community, because they do not have "political clout" or "big money." Asks why the parkway cannot be built in Sacramento County. Says north Sacramento County has less benefit to our nation's food supply than Pleasant Grove because of the number of "non-farmed" properties.

Comment PG-22: Anonymous comment shows location of one farm (see accompanying map for location).

Comment PG-23: Shirley Wallace comments that over 200 acres of rice farm are being considered for an additional row of parallel high voltage electric towers which will impact farming greatly. Crop dusters will not be able to fly with two huge towers in the way. Feels that with her farm being considered as a roadway, she will be doubly impacted. Says that Pleasant Grove town will be divided in half. All community affairs are held in the Fire Department and School on Howsley Roaf. Says there will be no access to the town between the north and south and the town will die.

Comment PG-24: Freda Quackenbush asks that a copy of the 3 alternative route maps be sent to her.

Comment PG-25: Don L. Berry commented that the northern alignment would adversely affect the community of Pleasant Grove by bisecting it and cutting off the southern residents. In effect, this would completely change the ability of the community to act as a social and economic unit and would divide the school, fire department, and post office from 1/3 of the community.

Comment PG-26: Rob Lapkass, a homeowner near the boundary area of the study corridor, is primarily concerned with the impact of the southernmost eastern segment alignment, which would closely skirt a large existing residential area of Roseville. Says an additional population base will be affected as the Crocker Ranch area is built north to parallel existing city boundaries in the next 1-2 years. He's concerned with the potential noise, aesthetic, and air quality impacts to this area. Urges a more northerly alignment to the eastern segment, keeping it away from this dense residential area, so that at least the first two concerns might be mitigated. Says that the area also has an active neighborhood association, and thinks a northerly alignment might serve to lessen the friction with the nearby neighborhoods. Urges serious consideration of the following should a southerly eastern segment be adopted:

- Sound mitigation: sound walls or berms, below grade construction
- Aesthetics: landscaping, berms, trees, below grade construction, etc.

Asks if consideration be given to turning the corridor into a regional recreational asset: trails bike lane, open spaces, etc.

Spoken Comments Received at Scoping Meetings

PLACER PARKWAY CORRIDOR PRESERVATION

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TRANSCRIPT OF PUBLIC COMMENTS

Maidu Community Center
1550 Maidu Drive
Roseville, CA

Monday, October 6, 2003

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Reported by: CATHERINE D. LAPLANTE
CSR License No. 10140

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(Proceedings began at 4:00 p.m.)

BILL BOUDIER: I just think it's really a wonderful process they're going through, and with all the different components, you know, the environmental components, human environmental components and route alternatives, and it's very informative, helpful, and I think it will in the long run speed the process for development of this route.

And the staff is -- consultant staff is very knowledgeable also, and answered all my questions, and I'm very happy.

I just wanted to say that. Thank you.

Also, and it seems that the southerly alternative routing would meet the same needs of those who would favor the central and northerly alternative routings.

However, the southerly routing seems best to me because it provides better access to the Parkway by those of us who live in central and east Roseville.

I foresee using the Parkway as our primary way of getting to the airport.

That's all.

(Proceedings concluded at 8:00 p.m.)

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REPORTER'S CERTIFICATE

I, CATHERINE D. LAPLANTE, a Certified Shorthand Reporter for the State of California, do hereby certify:

That I am a disinterested person herein; that the witnesses' statements in the foregoing proceeding was reported in shorthand by me, CATHERINE D. LAPLANTE, a Certified Shorthand Reporter of the State of California, and thereafter transcribed into typewriting; that the foregoing is a true and correct record of the testimony given by the witnesses.

IN WITNESS WHEREOF, I hereby certify this transcript at my office in the County of Placer, State of California, this 22nd day of October, 2003.

CATHERINE D. LAPLANTE, CSR #10140

ACCURACY-PLUS REPORTING
Certified Shorthand Reporters
5080 Midas Avenue
Rocklin, California 95677
(916) 624-8252

PLACER PARKWAY CORRIDOR PRESERVATION

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TRANSCRIPT OF PUBLIC COMMENTS

Pleasant Grove School
3075 Howsley Road
Pleasant Grove, CA

Thursday, October 9, 2003

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Reported by: CATHERINE D. LAPLANTE
CSR License No. 10140

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(Proceedings began at 4:00 p.m.)

LARRY LEWIS: I live near Foothills and Baseline in Roseville. Our number one concern is the insufficient off-ramps for people at Lake Placer Vineyards and out in this area to get on the freeway if we're going to the Galleria, and here's why.

People eventually in the city of Vineyard, Placer Vineyards, if they can go up Watt Avenue, jump on the freeway, to Placer Parkway, to go to the mall, they'll do it. If there's no off-ramp at, like, Watt Avenue, that means those people are going to have to go Baseline Road to Fiddymont, take Fiddymont to Placer Parkway, and they're not going to do it. They're going to take Pleasant Grove Boulevard right through town.

That's it.

MARY TESTER: Well, I suggest the southern corridor is the best one because it takes care of people in the north as well as Roseville area, because the other two only take care of the north, the Lincoln and Rocklin area, where Roseville area is very heavily populated, and they have no access to that -- to this project.

FRANK TESTER: I would like to add to my wife's comments that the -- the southern corridor would be

1 higher, the terrain would be higher, right, also the
2 nothing -- well, okay.

3 As opposed to the central corridor is lower,
4 flood prone. It's lower terrain. It wouldn't make too
5 much sense to have the corridor in the central. It
6 would involve building a causeway instead.

7 CHRIS GILLESPIE: One of the things that I wanted
8 to address was farmers that would farm on either side of
9 this Parkway: Have they thought about, how are they to
10 get across, you know, like move equipment across? I
11 mean, are they --

12 They're going to have to do something. Are we
13 supposed to go all the way around, and it takes an hour
14 out of our time. Equipment moves very slowly. How are
15 we to get across if we farm on the north end and south
16 end?

17 That's one issue I wanted to address.

18 I don't want see the community split in half. To
19 me using Howsley and Sunset, this one that runs in front
20 of the school, it splits a whole community in half.
21 This is a community with families out here for hundreds
22 of years. It would split it in two. I think this
23 benefits developers. Nobody cares.

24 I would like to see around Regal Road, it's
25 already in path, in the sense, with traffic, so you

1 might as well just go with it there.

2 ANDREA SHILL: I'm actually right to the north of
3 the area, but I live -- I've lived in Pleasant Grove all
4 my life, and my family has farmed here since the 1800's.

5 My concern is that the northern most route really
6 divides our community. It divides it physically, and
7 also my other concern is that the traffic is --
8 predominately Placer County traffic is going to Sac, and
9 this makes a huge impact.

10 The northern most route would make a huge impact
11 on the Sutter County community. All the routes make an
12 impact.

13 I think the northern most route that goes along
14 Howsley Road cuts right into our farmland, cuts right
15 behind our school, and even though I'm hearing this
16 won't necessarily lead to development, you know, I think
17 it's natural, that if the highway is there, eventually
18 the development will follow.

19 That's my biggest concern: Is that one is so far
20 north, that it just opens the flood gates, and I think
21 Pleasant Grove already has a lot of issues. We get
22 Placer County water because Placer County can't say no
23 to their own development, and to get their traffic
24 coming right through their community is a huge, huge
25 impact.

1 I'm also concerned that the other routes, the
2 ones that go through Sun City, or -- I think they have
3 more people who aren't going to like it, and we have
4 fewer people, just because we're a rural community and
5 afraid we'll be discounted because there are fewer
6 people here.

7 GEORGE J. MORRISON: I live at 5745 Pleasant
8 Grove Road, Pleasant Grove, California, 95668.

9 The map shows it's going right through my
10 property, and I've not been notified. I haven't been
11 sent any information about the meetings.

12 JIM & GAYNELL GLEASON: We have a 160-acre cattle
13 ranch on Sunset Boulevard West, just west of Amoruso
14 Way.

15 The proposed northern route would essentially
16 take us out of the cattle business and destroy our home
17 environment, putting the highway only a couple hundred
18 feet in front of our front door, which now sits a
19 quarter mile off of the Sunset Boulevard.

20 It would wipe out access for transportation of
21 cattle. It would take out all of our facilities and
22 irrigation system, depriving us of a major portion of
23 our livelihood, plus our retirement plans.

24 I also feel the northern route would adversely
25 affect the Pleasant Grove community, which, although,

1 our address is Roseville, we have been part of this
2 community with our children attending schools in Sutter
3 County for their entire school careers.

4 It -- this northern route would subdivide the
5 community; it would cut it in half, making it virtually
6 impossible for the agriculture community to function, as
7 it does now, as far as getting the rice to the rice
8 dryers, et cetera.

9 We have current problems already with existing
10 highway, which we have access to, and this one would be,
11 perhaps, an insurmountable barrier to the agriculture
12 community, and I've also been told that it cuts the
13 school district as well as the cemetery district in
14 half.

15 Amoruso Way is a dead end street known as Sunset
16 Estates, originally. It has, roughly, 200-plus families
17 living on that street. It's on the north side of Sunset
18 Boulevard West, and to my knowledge, no one in that
19 community was even notified by mail of these meetings,
20 and, of course, they would be tremendously impacted by
21 the northern route, as they would also want to know how
22 they would access their homes.

23 CHRIS GILLESPIE: That the northern plan runs
24 right through the middle of the lines for Pleasant Grove
25 School District and Pleasant Grove Cemetery District,

1 that runs right through the middle. It's runs right
2 through the middle of all those district lines.

3 ROBERT C. WALLACE: Okay. I live at 2950 Fifield
4 Road, Pleasant Grove, which is pretty much in the middle
5 of this whole project. According to these maps that are
6 now on display, one of these proposed routes is
7 practically through my front yard.

8 The trouble that I see with this whole concept is
9 as the speaker just now mentioned, there's a need for
10 getting people from Highway 65 to Highway 99, and this
11 need is because of all the increase in population in
12 Sacramento and Roseville, and so forth.

13 But that doesn't have anything to do with us
14 people here in South Sutter County and Pleasant Grove.
15 We're the ones that live here, and this isn't going to
16 do us a damn bit of good.

17 What I'd like to know is, why, since all these
18 people need to be moved, people from Roseville and
19 Sacramento and areas south of here, why they all need to
20 be moved from one place to another, why is it coming
21 through our community? We don't have to go anywhere; we
22 don't want to go anywhere, but these roads are being
23 proposed through our community, probably because they
24 think they can get cheap land.

25 They talked about the South Sutter County

1 development area, that's true. There is one there.
2 It's been there for about ten years now, and they
3 haven't done one single thing, and the rate they're
4 going now, with the problems of flood control and sewage
5 and water, and all those other things, there isn't going
6 to be any development of the South Sutter Business Park.
7 The youngest person in this room will be dead of old age
8 before any of that occurs.

9 So none of this has any bearing, except
10 negatively, on South Sutter County, and particularly on
11 Pleasant Grove, and particularly on me, Robert C.
12 Wallace, because it's coming right through my front
13 yard, and I am very upset.

14 CAROL BERRY: I want to give a statement that
15 we've been to Sutter County Planning Commission; we were
16 just getting ready to start a new house. This new road,
17 not knowing where it's going to go, we don't -- now we
18 can't build our house because we don't know where to put
19 it. We don't know where to invest the money, and that
20 type of stuff.

21 And furthermore, the house that's there -- that
22 I'm very opposed to the northern alignment, or whatever
23 you call it, very. It would come within half a mile of
24 our house, which sits very low, totally would just --
25 the view, everything about our house, our whole

1 property, and there's not even an interchange to get on
2 and use.

3 In other words, you guys are coming through
4 cutting our community in two, disrupting it, and stuff,
5 and we can't use it because there's no interchanges.

6 Bottom line, I'm very opposed to the northern
7 alignment.

8 (Proceedings concluded at 8:00 p.m.)

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REPORTER'S CERTIFICATE

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IN WITNESS WHEREOF, I hereby certify this transcript at my office in the County of Placer, State of California, this 22nd day of October, 2003.

CATHERINE D. LAPLANTE, CSR #10140

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Rocklin, California 95677
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APPENDIX C
PURPOSE AND NEED STATEMENT–AGENCY
CONCURRENCE VERSION

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR FEBRUARY 16, 2005

CHAPTER 2 – PROJECT PURPOSE AND NEED

2.0 PURPOSE OF AND NEED FOR THE PROPOSED PROJECT

2.1 Purpose

The goal of the Tier 1 phase of the proposed Placer Parkway project is to preserve a right-of-way for a proposed transportation facility that contributes to the ultimate project purpose. The ultimate purpose of the proposed Placer Parkway project is to reduce anticipated congestion on the local and regional transportation system and advance economic development goals in southwestern Placer County and south Sutter County.

The Placer Parkway's objectives are:

2.1.1 Preserving Right-of-Way

The purpose of the proposed action is to preserve right-of-way for a new or upgraded east-west connector between SR-65 and SR-70/99 serving cities and unincorporated areas across southwestern Placer County and south Sutter County. Planned and proposed development in the project vicinity has been accelerating over the last few years, and opportunities for building a new or upgraded connector may be lost unless action is taken now to preserve right-of-way for project construction.

2.1.2 Responding to Existing and Anticipated Travel Demand

The proposed Placer Parkway would be designed to reduce pressure on the existing transportation network and to address anticipated future congestion on the local roadway system in southwestern Placer County and south Sutter County. The proposed project would be designed to reduce total vehicle hours traveled (VHT) during the morning and evening peak commute periods (i.e., 6 to 9 AM and 3 to 6 PM), reduce the amount (VMT) and duration of travel that is spent in congested conditions in Southwestern Placer County, and improve travel times between the SR 65 corridor and SR 70/99 by maintaining a travel speed at or near the free flow speed of the Parkway, which on a freeway reflects LOS C to D conditions.¹

¹ Free flow speed and LOS C and D conditions on a freeway do not preclude an alternative based on: expanding existing roads, a non-freeway facility, a Transportation System Management (TSM) alternative, a shorter Parkway Alternative, or a combination of the aforementioned.

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR FEBRUARY 16, 2005

2.1.3 Providing Access to the Regional Transportation System in Areas Planned or Projected for Job Growth

Placer Parkway would be designed to improve regional accessibility for businesses and jobs in the project vicinity including access to SR 70/99 and the I-5 corridor in northern Sacramento County including access to the Sacramento airport. With its controlled access, an objective of the proposed transportation facility would be to strike a balance among advancing planned job growth along the SR-65 and SR-70/99 corridors, avoiding urban growth inducement in areas not designated for development, and helping to preserve the rural character of southwestern Placer County and south Sutter County.

2.2 NEED

The needs for the proposed project are discussed below. The ordering of the specific needs is not intended to imply a prioritization or order of importance.

2.2.1 Need to Preserve Right-of-Way

The project vicinity includes some of the fastest growing communities in the Sacramento Metropolitan region – Roseville, Rocklin, Lincoln and the Sunset Industrial Area. SACOG projects that the population in southwestern Placer County will nearly double between 2000 and 2025. Employment in the SR-65 high-technology corridor is expected to grow even faster than population. The anticipated development to support this increased population and employment will dramatically increase travel demand over the next 20 years and beyond.

The study area is under intense development pressure. Cities and counties are processing development applications and approving entitlement of new land uses in the study area. This is an ongoing process and the future of proposed land uses in the study area is not yet certain. However, given the ongoing environmental review of existing applications (including the Placer Vineyards Specific Plan and the West Roseville Specific Plan and Sphere of Influence Annexation Area), the number of recent applications or pre-application submittals, and interest by the development community, it is apparent that it will become increasingly difficult and expensive to identify an appropriate corridor as a solution that meets the ultimate purpose of the proposed project. Failure to preserve a corridor as soon as feasible would risk losing the

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR FEBRUARY 16, 2005

opportunity to reduce environmental impacts and costs.

2.2.2 Travel Demand and Anticipated Congestion

Population Growth

Growth in population in southwestern Placer County, northern Sacramento County and south Sutter County will influence travel demand in the project vicinity. The project vicinity includes some of the fastest growing communities in the Sacramento region – Roseville, Rocklin, Lincoln and the Sunset Industrial Area. SACOG projects that the population in southwestern Placer County will nearly double between 2000 and 2025.

The anticipated population in the region will dramatically increase travel demands in southwestern Placer County and south Sutter County over the next 20 years and beyond. The jurisdictions in southwestern Placer County have developed Capital Improvement Programs (funded by development fees) that would maintain a high level of service on their local roadway systems. However, limited improvements are programmed for the regional roadway system and travel speeds/travel times from Placer County to both Sacramento and Sutter counties are projected to deteriorate over the next 20 years, even with improvements to local roadways already identified in local general plans.

Job Growth and Goods Movement

The I-80 corridor is the major trans-Sierra roadway in northern California accommodating the movement of goods and services. Goods and services are moved to and through the project area at a growing rate using three primary modes of transportation: road, air, and rail. The combined increase of vehicles used for the movement of goods and services as well as passenger vehicles has led to increased congestion, which in turn decreases in travel times in the project area and competition for roadway capacity.

When the travel forecast model is completed, this information will be augmented with data to support this need. For now, note:

Current (2001) truck volumes and percentages:

> SR 65 north of I-80 – 9,060 trucks out of 60,000 total volume (15.1%)

> I-80 at Placer/Sacramento County line – 8,700 trucks out of 145,000 total volume (6%)

PURPOSE & NEED STATEMENT

CONCURRENCE VERSION

PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 EIS/EIR FEBRUARY 16, 2005

Congestion on the regional roadways connecting Placer County with Sutter and Sacramento counties will adversely impact access to jobs. The projected increase in travel times will affect the movement of goods and people, and will have an impact on the region's economy. By 2025, SACOG estimates that total employment in southwestern Placer County (172,000 employees) will exceed total employment in downtown Sacramento (154,000 employees). The high-technology industry in the SR-65 corridor, plus development of Sutter County's industrial/commercial reserve area, requires dependable access to airports to move high-value/time-critical freight. Thus, direct and convenient access and reliable travel times to both the Sacramento International Airport and the Lincoln Regional Airport are very important to this growing regional job center.

APPENDIX D
SECTION 4(F) EVALUATION

APPENDIX D
SECTION 4(f) EVALUATION

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1.0 Introduction

The purpose of this report is to evaluate potential impacts to resources protected under Section 4(f) of the Department of Transportation Act of 1966, now codified at 49 U.S. Code 303(c), that may be associated with the proposed transportation improvement project referred to as Placer Parkway, located in south Sutter and southwestern Placer counties, California. The project (including location, maps and planning history) is described in detail in Chapters 1 and 2 of the CIA.

2.0 Section 4(f) Applicability

Section 4(f) of the Department of Transportation Act of 1966 declared it “the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” To this end, Section 4(f) permits the Secretary of Transportation to approve a transportation program or project that would “use” land from a significant publicly owned public park, recreation area, or wildlife or waterfowl refuge, or land from a significant historic site (regardless of ownership), only if there is no “prudent and feasible alternative” to using that land and all possible planning has been done to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use.

In general, a project may “use” land from a 4(f) resource in one of three ways:

1. By permanently incorporating 4(f) land into a transportation facility,
2. By temporarily occupying 4(f) land in a way that is adverse in terms of the statute's preservationist purposes (23 C.F.R. 771.135(p)(7)), or
3. By constructively using 4(f) land; that is, causing proximity impacts to a 4(f) resource so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 C.F.R. 771.135(p)(2)).

In practical terms, the protections afforded to 4(f) resources by the statute means that unlike NEPA, Section 4(f) requires a substantive result, with a strong bias towards protecting public parks and other 4(f) sites. If a project alternative would avoid 4(f) resources and be prudent and feasible to construct, then it must be selected. If no prudent and feasible avoidance alternative exists, then FHWA must select the alternative that would cause the least overall harm to 4(f) resources. In cases where all project alternatives would cause substantially the same harm to 4(f) resources, FHWA may select any alternative it chooses.

This Draft Section 4(f) Evaluation has been prepared in conjunction with the Tier 1 Draft Environmental Impact Statement for the Placer Parkway Corridor Preservation Project. The FHWA’s regulations implementing Section 4(f) recognize that –

- (o) An analysis required by section 4(f) may involve different levels of detail where the section 4(f) involvement is addressed in a tiered EIS.

- (1) When the first-tier, broad-scale EIS is prepared, the detailed information necessary to complete the section 4(f) evaluation may not be available at that stage in the development of the action. In such cases, an evaluation should be made on the potential impacts that a proposed action will have on section 4(f) land and whether those impacts could have a bearing on the decision to be made. A preliminary determination may be made at this time as to whether there are feasible and prudent locations or alternatives for the action to avoid the use of section 4(f) land. This preliminary determination shall consider all possible planning to minimize harm to the extent that the level of detail available at the first-tier EIS stage allows. It is recognized that such planning at this stage will normally be limited to ensuring that opportunities to minimize harm at subsequent

stages in the development process have not been precluded by decisions made at the first-tier stage. This preliminary determination is then incorporated into the first-tier EIS.

(2) A section 4(f) approval made when additional design details are available will include a determination that:

(i) The preliminary section 4(f) determination made pursuant to paragraph (o)(1) of this section is still valid; and

(ii) The criteria of paragraph (a) of this section have been met.

23 CFR 771.135(o).

The following analysis has been undertaken in compliance with this regulatory provision.

3.0 Description of Section 4(f) Property

RD 1000 occupies more than 55,130 acres of land and consists of a historic system of drainage canals, pumps, levees, ditches, pumping plants, and a system of access roads. It is currently managed by the Bureau of Reclamation.

South Sutter County and the greater Sacramento area were historically vulnerable to seasonal flooding events. In the nineteenth century, various attempts were made to address this problem through the construction of levees and installation of river gauges to monitor water levels. In spite of these efforts, agricultural activities in the south Sutter County area in the late nineteenth century were limited to grazing, with some farming on higher ground areas. Early in the twentieth century, the state legislature began a series of new reclamation efforts. In 1911, the legislature created RD 1000, which later became part of the Sacramento Valley Flood Control Project.

The Natomas Consolidated Company used large-scale earth moving and gold-dredging equipment to transform the RD 1000 area into productive agricultural land. Its activities included construction of the Natomas East Main Drainage Canal, parallel to the Western Pacific (now Southern Pacific) railroad tracks, as well as construction of a 60-mile network of roads to provide access to drainage canals for construction and maintenance. The company then subdivided and leased large acreage blocks for wheat and grain crop production, thus establishing a pattern of large-acreage, predominately single crop agricultural land use in the area. The RD 1000 road system provided access to the farm parcels within the district's new subdivisions. The original two-lane dirt roads, which were paved with macadam or concrete during the 1920s and 1930s, generally followed the township and section survey lines and drainage canals to delineate the large, regularly spaced agricultural parcels (JRP Historical Consulting, 2006).

The Office of Historic Preservation (OHP) has concurred that the RD 1000 rural historic landscape historic district is significant within the context of reclamation and flood control activity in the Sacramento Valley during the early twentieth century, because RD 1000 was one of the first large, modern reclamation districts in the state and it was the largest reclamation project in the country at the time of its inception. It provided flood control security and facilitated the creation of large areas of land that could be farmed much more productively. The levees, canals, and road system built by Natomas Consolidated Company helped shape the spatial land use pattern of the district. RD 1000 also served the goals of the region-wide early twentieth century Sacramento Flood Control Project, the result of more than six decades of legislation and technical studies that provided the legal, institutional, and engineering framework to achieve flood control along the Sacramento River. The Sacramento Flood Control Project supported improved navigation along the river, as well as land reclamation for agricultural use and other development. RD 1000 and its landscape features are considered representative of this important

historical trend, including the emergence of modern corporations as land managers and developers in reclamation districts. The historic district's primary contributing features are its drainage system, road system, and large-scale land patterns (JRP Historical Consulting, 2006).

4.0 Potential Impacts on Section 4(f) Property

All of the project corridor alignment alternatives would impact RD 1000 (see Figure D-1) in the Western Segment, from SR 70/99 to the drainage canal. The northerly corridor alignment alternatives (Alternatives 4 and 5) would impact 268.3 acres, while the southerly alignments (Alternatives 1, 2, and 3) would impact 363.2 acres of land that lie within the boundaries of this historic district. The roadway ultimately constructed within this corridor, however, would impact considerably less land, since the road surface would occupy a maximum width of 350 feet within the 500-foot corridor in this area. A new roadway would affect landscape features within RD 1000, although this area is part of the Sutter Pointe Specific Plan of Sutter County that has been proposed for urban development. Much of the Sutter Pointe mixed use development that has been proposed for this area is likely to be completed before Placer Parkway construction would begin, as discussed in Chapters 3 and 7 of the CIA. Impacts to specific features such as ditches, canals, and pumping facilities would be identified and mitigated once a specific roadway alignment is selected within the preserved future corridor.

5.0 Avoidance Alternatives

The No-Build Alternative would avoid impacts to RD 1000; however, this alternative would not meet the project purpose and need. Minor corridor alignment adjustments would not avoid or minimize impacts to RD 1000, since it extends north to south throughout the western end of the study area (see Figure D-1), and the proposed roadway is an east-west facility. If the Western Segment of the Parkway were to be located to the north of the existing study area, avoiding RD 1000, this would result in a facility of considerably greater length than currently proposed. This would also result in out of direction travel and consequentially a substantial increase in VMT, as the facility would have to connect with SR 70/99 several miles to the north, and part of the Parkway would therefore be located several miles further away from the areas in south Sutter County it is intended to serve, compared to the existing build alternatives. Extending the corridor along the northern portion of the study area (thus reducing the length of out of direction travel) was examined (URS Corporation and DKS Associates, 2004). This alternative was rejected because it did not sufficiently meet the project purpose and need (i.e., it did not attract enough vehicles to reduce local roadway congestion in southwest Placer County), and because it would affect numerous vernal pool and wetland areas, which would not likely result in permit approval from the Wildlife Agencies. Also, it would substantially affect prime farmland in Sutter County, which would be an important economic factor for that area. Construction of a longer facility would be considerably more expensive than the Build Alternatives analyzed in this Tier 1 EIS/EIR and would have greater environmental impacts during both construction and operation due to its length and the out of direction travel, including impacts on traffic, visual resources, noise, air quality, and biological resources.

Major corridor alignment alternatives such as tunneling or bridging would be prohibitively expensive and/or technically infeasible, because of the distances involved (approximately 4 miles of the Parkway are currently proposed within RD 1000), and because of its location within a floodplain, and in any case, in this situation an interchange to SR 70/99 would still be required within the RD 1000 boundaries. If the facility were to be constructed to the south of RD 1000, it would require a diversion of more than 10 miles in order to avoid the district, which is not prudent in terms of construction costs or in meeting travel demand. This location would also not provide for any connections to the local roadway network in Sutter County, and so would not contribute to the advancement of economic development in the county, which is one of the major purposes of the Parkway.

During Tier 2 roadway alignment selection and design, coordination and planning can occur to identify and avoid or minimize impacts to specific RD 1000 facilities such as ditches, canals, or pumping equipment in coordination with the Bureau of Reclamation.

6.0 Measures to Minimize Harm

Planning and design efforts of the project to date have incorporated numerous measures to minimize harm to 4(f) resources, including:

- Elimination of alternatives with unacceptably high impacts from further consideration. Such impacts included potential effect on known historic resources, and anticipated impacts on special-status species habitats, wetlands, and conservation areas (see Section 2.5 of this EIS/EIR for additional details);
- Inclusion of buffer areas along the proposed Parkway to help preserve open space and agricultural activities;
- Inclusion of plans to maintain the integrity of existing canals, pumping facilities, ditches and local roadways within RD 1000; and
- Coordination and consultation with local planning agencies to reduce the potential for cumulative impacts to protected resources.

The project alignment alternatives have been designed through a concurrent planning process that has included extensive consultation with appropriate resource agencies and iterative consideration of environmental impacts, including impacts to the facilities and features (such as canals and roadways) that are contributing elements to the RD 1000 historic district. Additional measures to minimize harm to RD 1000 will be identified through coordination and consultation between FHWA/Caltrans and the Bureau of Reclamation, as described below.

7.0 Coordination

FHWA/Caltrans has been coordinating and consulting with the State Historic Preservation Office during preparation of the Historic Resources Evaluation Report and with other resource agencies and local jurisdictions through a consultative planning process aimed at selecting feasible corridor alignment alternatives that minimize environmental impacts and meet project purpose and need. Additional consultation with responsible agencies will occur during and after circulation of the Tier 1 Draft EIS/EIR, including coordination and consultation with the Bureau of Reclamation to obtain their concurrence on findings and to identify additional strategies for avoiding or minimizing potential project impacts on RD 1000 resources.

Letters of concurrence will be sought for inclusion in the final Section 4(f) Evaluation report. The public will have an opportunity to comment on the findings of the Section 4(f) analysis through circulation of the draft environmental document prepared for the project.

8.0 Potential Future 4(f) Resources in the Study Area

Several proposed (but not yet approved or adopted) development plans include provisions for proposed future parks and recreation facilities that could be affected by project corridor alignment alternatives, as described below. While these parks and recreational facilities are not Section 4(f) resources at this time, they would become 4(f) resources once the plans are formally adopted, and the newly designated parks are transferred to public ownership.

Future development in the project study area, including conceptual planning for future parks and recreation facilities, is being planned within a planning context that includes development of the Parkway. Placer Parkway is noted as a conceptual alignment on numerous major adopted plans, including the Placer County General Plan, the Metropolitan Transportation Plan (MTP) and the Regional Transportation Plan (RTP), as well as SACOG's Preferred 2020 Blueprint Scenario. These planning documents provide notice to other agencies of the plans for a future Placer Parkway. Thus, conceptual planning for the Parkway has preceded conceptual planning for the other resources discussed below. Nonetheless, once they are formally designated, publicly owned recreation facilities or wildlife and waterfowl refuges would become resources that would be protected under the provisions of Section 4(f). Section 4(f) protection would apply to such facilities if they are adopted prior to formal adoption and preservation of a Placer Parkway corridor.

Each identified potential future 4(f) resource is briefly discussed below. The discussion, based on the limited information available, includes, where feasible, the location, status, concurrent planning efforts, and potential for avoidance of the resource.

Reason Farms Retention Basin

Future proposed uses of the City of Roseville's Reason Farms Retention Basin include certain recreational uses such as picnicking, hiking, horseback riding, and model airplane flying. The City of Roseville held public workshops in the spring of 2006 to obtain community input on the concept master plan for the Retention Basin and it is continuing to modify the conceptual plan for the Retention Basin based on input received from the public and from the Park and Recreation Commission. A Final Supplemental EIR on the master plan is expected before the end of 2006 (Morse, 2006).

It is evident that the City of Roseville is considering the Placer Parkway concept in its planning for the Retention Basin, as indicated by the Placer Parkway corridor concept line shown on the current Master Plan (Figure 5-3). PCTPA have been coordinating planning efforts with city staff to ensure that project design is compatible with facilities being planned for the Retention Basin. At this time, recreational uses are generally planned for the central area of the Retention Basin, away from the southeastern area where the Placer Parkway would cross the property. Until the plan is finalized, the location of specific recreation facilities will not be confirmed.

RUSP Area and Sierra Vista Specific Plan

The Alternative 1 alignment would impact the eastern periphery of the proposed RUSP area and the northwestern section of the proposed Sierra Vista Specific Plan area. Both areas propose low- and medium-density residential development, with conceptual community park and open space areas that would be affected by the Alternative 1 corridor alignment. The Alternative 2 corridor alignment would also impact an area of the RUSP that includes proposed conceptual parks and open spaces. Until the plan is finalized and adopted, the location of specific recreation facilities will not be confirmed.

Sutter Pointe

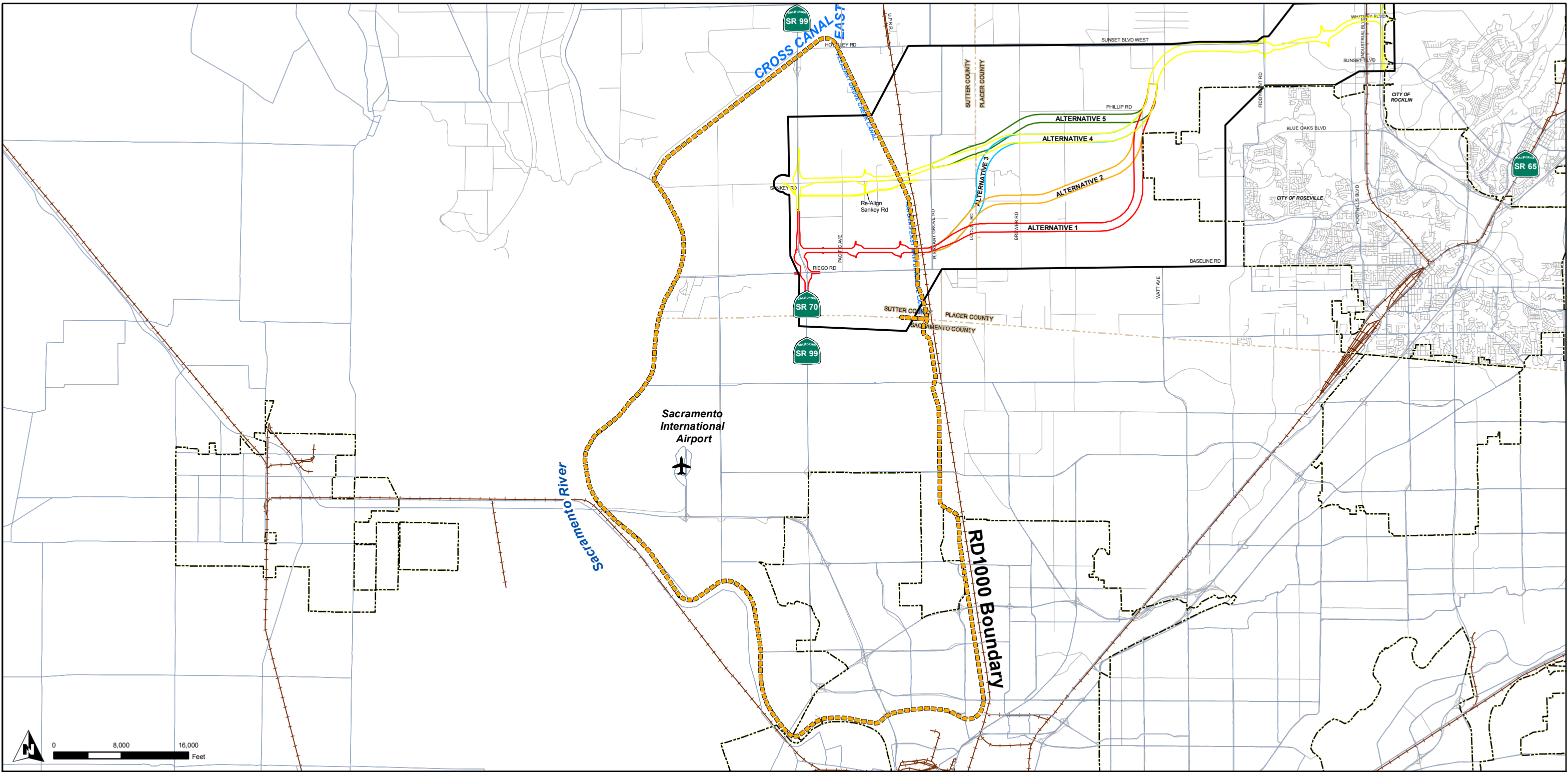
The Sutter Pointe development proposal submitted to Sutter County by the Sutter Pointe Specific Plan Group in August 2006 shows a number of conceptual linear parks and open space facilities. Alternatives 1, 2, and 3 would affect the southern edge of an area indicated as a "Recreational Village" on the conceptual land use plan. The Sankey Road realignment associated with Alternatives 4 and 5 would impact the northern edges of three linear parks in the northern portion of the plan area. Until the plan is finalized, the location of specific recreation facilities will not be confirmed.

Wildlife Refuges Created by PCCP

It is possible that new refuges could be designated through the ongoing efforts of the PCCP, as described in Section 3.1.4.4. However, PCCP is being developed in concert with adopted local and regional plans that include Placer Parkway, and this concurrent planning will reduce conflicts between uses, and reduce the possibility of use of a 4(f) resource. In addition, the process of defining Parkway alternatives has taken into consideration sensitive resources such as vernal pool complexes and riparian habitat, in order to avoid or minimize potential impacts on these resources early in the planning process and to be consistent with resource agency guidance relative to habitat plans. Avoidance of these resources (as well as continued concurrent planning efforts) is likely to minimize potential use of any future-designated wildlife refuge or park.

9.0 References

- FHWA (Federal Highway Administration), 2005. Office of Planning, Environment and Realty Project Development and Environmental Review. Section 4(f) Policy Paper. March 1, 2005.
- JRP Historical Consulting, LLC, 2006. Revised Draft Historical Resources Evaluation Report: Placer Parkway Corridor Preservation Tier 1 EIS/Program EIR, Placer and Sutter Counties, California. September 2006.
- Morse, Mark, Environmental Coordinator, City of Roseville Community Development Department, 2006. Personal communication with Mara Feeney, March 22, 2006.
- URS Corporation and DKS Associates, 2004. Technical Memorandum Screening Evaluation of PSR Alternatives.
- U.S. Department of Transportation, Federal Highway Administration (FHWA), Office of Planning, Environment and Realty, Project Development and Environmental Review, 2005a. *FHWA Section 4(f) Policy Paper*. March 1, 2005.



URS Corporation L:\Projects\PlacerParkway\2007_2806669\MXD\Current Working Documents\EIS\Fig_D-1_RD1000_Historic_District.mxd Date: 6/20/2007 4:48:00 PM Name: akkeee0

Source: URS

- County Boundary
- Railroads
- RD1000 Boundary
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Project Study Area Boundary



TIER 1 EIS/EIR

RD1000 Historic District

Figure D-1

June 2007

APPENDIX E
PLACER PARKWAY
PROGRAMMATIC AGREEMENT

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO OFFICE
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (274) 274-0648
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2 7.11.2006



*Flex your power!
Be energy efficient!*

July 5, 2006

Gene Fong
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 958144-4708
Attn: Gary Sweeten

Dear Mr. Fong

The Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans) are working with the Placer County Transportation Planning Agency (PCTPA) on the Placer Parkway Project. PCTPA proposes to identify and acquire right-of-way for the purpose of preserving a corridor for a future Placer Parkway, an east-west connection between State Route (SR) 65 near Lincoln in Placer County and SR 70/99 in southern Sutter County. Our agencies are working together to produce a Tier 1 Environmental Impact Statement (EIS), pursuant to the National Environmental Policy Act (NEPA) that will evaluate several corridor alternatives and will lead to the selection of one corridor for right-of-way preservation.

As a Federal undertaking, this project also requires compliance with Section 106 of the National Historic Preservation Act (NHPA). Pursuant to 36 CFR 800, the regulations implementing Section 106 of the NHPA, we have prepared a draft Programmatic Agreement that will govern Section 106 compliance responsibilities associated with implementing this undertaking. If FHWA agrees with this proposed PA, please forward the attached documentation to the California State Historic Preservation Officer for his review. Caltrans and PCTPA staff are available to meet with the SHPO to explain the undertaking in more detail if that is helpful.

Should you require any additional project information, please contact Erick Wulf at (916) 274-0563 or erick.wulf@dot.ca.gov or Anmarie Medin at (916) 274-584 or anmarie.medin@dot.ca.gov. Thank you in advance for your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Japtej Gill".

JAPTEJ GILL

Chief, Environmental Planning, S4

c: Stan Tidman, Placer County Transportation Planning Agency

bc: EWulf, AMedin

PROGRAMMATIC AGREEMENT

**BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING IMPLEMENTATION OF THE PLACER PARKWAY PROJECT,
PLACER COUNTY, CALIFORNIA**

WHEREAS, the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), in cooperation with the Placer County Transportation Planning Agency (PCTPA), propose to identify and acquire right-of-way for the purpose of preserving a corridor for a future Placer Parkway, an east-west connection between State Route (SR) 65 near Lincoln in Placer County and SR 70/99 in southern Sutter County (Undertaking); and,

WHEREAS, the FHWA is preparing a Tier 1 Environmental Impact Statement (EIS), pursuant to the National Environmental Policy Act (NEPA), 42 USC 4321 *et seq.*, that will evaluate several corridor alternatives and will lead to the selection of one corridor for right-of-way preservation; and

WHEREAS, given the existing and projected rapid growth in and around the project study area, the FHWA has determined it is vital to identify a corridor as early as feasible so that local jurisdiction planning decisions can consider the future Placer Parkway and before new development reduces corridor options and/or increase right-of-way acquisition costs for the Undertaking; and,

WHEREAS, the FHWA has determined that a phased approach for compliance with Section 106 of the NHPA is appropriate for the Undertaking, such that completion of the identification of historic properties, determinations of specific effects in historic properties, and resolution of any adverse effects will be carried out as part of planning for and prior to the approval of specific Tier 2 undertakings; and,

WHEREAS, the FHWA has consulted with the California State Historic Preservation Officer (SHPO) pursuant to the 1 January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA), and where the PA so directs, in accordance with 36 CFR Part 800, the regulations that implement Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470f), regarding the Undertaking's potential effects on historic properties; and,

WHEREAS, following the completion of Tier 1 EIS, the FHWA, as funding becomes available for design and construction, will conduct Tier 2 environmental studies to analyze the environmental impacts of different alignments within the selected corridor in order to determine the specific transportation facility 'footprint' within the corridor, including project-level compliance with the Section 106 process to determine specific impacts to historic properties as

well as opportunities for avoidance, minimization of harm, and appropriate mitigation, if required, for the Undertaking; and,

WHEREAS, the FHWA desires to enter into a Programmatic Agreement (Agreement) at this time in order to establish a framework for conducting Section 106 consultation for Tier 1 and Tier 2; and,

WHEREAS, Caltrans has participated in consultation and has been invited to be a signatory to this Agreement; and

WHEREAS, PCTPA has participated in consultation and has been invited to be a signatory to this Agreement; and

WHEREAS, the Advisory Council on Historic Preservation (ACHP) has been afforded the opportunity to participate in the Section 106 process and has not elected to participate; and,

WHEREAS, Caltrans, on behalf of the FHWA, has initiated consultation with the Shingle Springs Band of Miwok Indians, Todd Valley Miwok-Maidu Cultural Foundation, Maidu Elders Organization, and Enterprise Rancheria of Maidu Indians, as well as with the following federally-recognized Indian Tribes: United Auburn Indian Community (Tribes).

WHEREAS, the FHWA has involved, and will continue to involve, the public and historic interest groups, as stipulated under NEPA and the NHPA in a manner consistent with the PA and Caltrans' public involvement procedures;

NOW, THEREFORE, the FHWA and the SHPO agree that, upon the FHWA's decision to proceed with the Undertaking, the FHWA shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties; and further agree that these stipulations shall govern the Undertaking and all of its parts until this Agreement expires or is terminated.

STIPULATIONS

The FHWA will ensure that the following stipulations are implemented:

I. DEFINITIONS

The definitions set forth at 36 CFR § 800.16 are applicable throughout this Agreement.

II. TIER 1 PHASED IDENTIFICATION OF HISTORIC PROPERTIES

A. Area of Potential Effects

1. The Undertaking's area of potential effects (APE) for Tier 1 is situated in southwest Placer County, between Highways 65 and 70, north of Baseline Road and south of Sunset Boulevard West (attachment A to this Agreement).

2. If modifications to the Undertaking, subsequent to the execution of this Agreement, necessitate the revision of the APE, Caltrans will consult with the PCTPA, the FHWA, and the SHPO to facilitate mutual agreement on the subject revisions. If Caltrans, the PCTPA, the FHWA, and the SHPO cannot reach such agreement, then the parties of this Agreement shall resolve the dispute in accordance with stipulation VIII.C below. If Caltrans, the PCTPA, the FHWA, and the SHPO reach mutual agreement on the proposed revisions, then Caltrans will submit a final map of the revisions, consistent with the requirements of stipulations VIII.A and XVI.A of the PA, no later than 30 days following such agreement.

B. Phased Identification of Historic Properties

1. Areas Common to all Alternatives/Corridors: the FHWA shall ensure that PCTPA or its consultants inventory properties within the area(s) common to all Tier 1 corridors according to the following specifications:
 - a. Archaeological Properties
 - (1) Conduct an inventory of archaeological properties where access has been secured in areas that have not previously been surveyed and those areas deemed by Caltrans PQS in need of resurvey because of the age or condition of the previous survey. Archaeological properties will be identified in accordance with stipulation VIII.B and C of the PA, and documented on appropriate DPR 523 inventory forms.
 - b. Built Environment Properties
 - (1) Conduct a limited inventory of built environment properties within the entire Tier 1 APE. Built environment properties that have the potential to meet NRHP Criterion C will be identified and evaluated in accordance with stipulation VIII.B and C of the PA, and documented on appropriate DPR 523 inventory forms. Other built environment properties within the APE that meet the age and integrity criteria will be inventoried and evaluated during Tier 2 studies, as provided for in stipulation III of this Agreement.
2. Areas Unique to Specific Alternatives/Corridors: the FHWA shall ensure that PCTPA or its consultants inventory properties within the area(s) unique to specific Tier 1 alternatives/corridors according to the following specifications:
 - a. Archaeological Properties
 - (1) Complete a records search for the Tier 1 APE and prepare a predictive model utilizing environmental factors and historic land-use data to assess the archaeological sensitivity of the project corridors including potential for buried resources. Segments of Tier 1 alignments/corridors that are not in common will be inventoried for archaeological properties during Tier 2 studies, as provided for in stipulation III of this Agreement.
 - b. Built Environment Properties
 - (1) Conduct a limited inventory of built environment properties within the entire Tier 1 APE. Built environment properties that have the potential to meet NRHP Criterion C will be identified and evaluated

in accordance with stipulation VIII.B and C of the PA, and documented on appropriate DPR 523 inventory forms. Other built environment properties within the APE that meet the age and integrity criteria will be inventoried and evaluated during Tier 2 studies, as provided for in stipulation III of this Agreement.

3. Tier 1 Reporting and SHPO Consultation
 - a. The FHWA shall ensure that PCTPA or its consultants prepare documentation of their findings and determinations pursuant to stipulation XVI of the PA. The reports shall be submitted to Caltrans PQS for review and approval pursuant to stipulation XVI of the PA.
 - b. Eligibility determinations shall be submitted to SHPO pursuant to stipulation VIII.C(5) of the PA.

C. Phased Assessment of Effects

1. The FHWA shall assess the potential for Tier 1 of the Undertaking to effect historic properties in accordance with stipulation X of the PA. As Tier 1 is defined as acquisition of property, the FHWA anticipates there will be no adverse effects during Tier 1. The FHWA shall consult with SHPO on the effect finding pursuant to stipulation X of the PA.

III. TIER 2 PHASED SECTION 106 CONSULTATION

A. Area of Potential Effects: The objective of the Tier 1 EIS is to identify and preserve an approximate 500' - to 1,000' -wide corridor for acquisition. The Tier 1 EIS will focus on broad topics such as general location, mode choice, area-wide air quality and land use, and other environmental issues. Once the corridor is selected, the subsequent Tier 2 environmental review, relying on the work from the Tier 1 EIS, will provide a more detailed analysis of the environmental impacts for the future transportation facility alignment alternatives within the selected corridor. Once a Tier 2 preferred alternative is chosen, the FHWA and PCTPA will delimit an APE for the Tier 2 preferred alternative in accordance with stipulation VIII.A of the PA. If subsequent modifications to the APE are necessary, the FHWA shall follow the procedures of stipulation II.A(2) of this Agreement.

B. Phased Identification and Evaluation.

1. Archaeological Properties
 - a. The FHWA shall ensure that PCTPA or its consultants conducts a pedestrian reconnaissance of all lands within the final APE for any Tier 2 preferred alternative. Archaeological properties will be identified and evaluated in accordance with stipulation VIII.B and C of the PA, and documented on appropriate DPR 523 inventory forms.
2. Built Environment Properties
 - a. The FHWA shall ensure that PCTPA or its consultants conducts an inventory of built environment properties within the final APE for any Tier 2 preferred alternative. Built environment properties will be

evaluated for NRHP eligibility in accordance with stipulation VIII.(B) and (C) of the PA, and documented on appropriate DPR 523 inventory forms.

3. Tier 2 Reporting and SHPO Consultation

- a. The FHWA shall ensure that PCTPA or its consultants prepare documentation of their findings and determinations pursuant to stipulation XVI of the PA. The reports will be submitted to Caltrans PQS for review and approval pursuant to stipulation XVI of the PA.
- b. Eligibility determinations shall be submitted to SHPO pursuant to stipulation VIII.C(5) of the PA.

- C. **Assessment of Effects.** The FHWA will assess any Tier 2 preferred alternative for its potential to affect historic properties and will consult with the SHPO pursuant to stipulation IX and X of the PA. Should FHWA find that any Tier 2 preferred alternative will result in an adverse effect, FHWA shall consult with SHPO pursuant to stipulation XI of the PA.
- D. **Applicable Requirements.** FHWA will conduct the Section 106 process during Tier 2 in accordance with stipulations of the PA and applicable requirements under Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and the Section 106 regulations (36 C.F.R. Part 800), including any subsequent amendments thereto. Nothing in this Agreement is intended to supersede or modify any requirement contained in the Section 106 statute or the Section 106 regulations.
- E. **Consulting Parties.** During Tier 2, the same party may be designated as a consulting party for more than one alternative. FHWA will ensure comments of all consulting parties are incorporated into the Section 106 consultation process as provided for in all applicable laws.

IV. **TIER 2 SECTION 106 COMMITMENTS AND CONCEPTUAL MITIGATION**

- A. FHWA and PCTPA agree to implement and/or fund the activities listed in this section as part of any Tier 2 environmental studies. Additional commitments may be made, as appropriate, as an outcome of the Section 106 consultation process for any Tier 2 alternative.
- B. **Avoidance and Minimization of Impacts**
 1. In General. In accordance with the consultation process required under Section 106 and in accordance with other applicable laws, FHWA, PCTPA, and Caltrans will seek ways to avoid, minimize, and mitigate adverse impacts to the environment, including adverse effects to historic properties.
 2. Context-Sensitive Solutions. FHWA, PCTPA, and Caltrans will apply the principles of context-sensitive solutions during project development, in accordance with applicable Caltrans policies. In accordance with those principles and where appropriate, FHWA, PCTPA, and Caltrans will develop any Tier 2 alternative with sensitivity to aesthetic values and the historic context, utilizing the services of professionals with experience in areas related to historic preservation.

- C. Should implementation of any Tier 2 alternative result in adverse effects to a historic property important solely for its information value (Criterion D), FHWA will ensure a data recovery plan is prepared according to guidance in Attachment 6 of the PA and submitted to the SHPO for review in accordance with stipulation II.C(3) of this Agreement.
- D. The FHWA will not authorize the execution of any Undertaking activity that may effect (36 CFR § 800.16(i)) historic properties in the Undertaking's APE prior to the completion of the Section 106 process provided for in this Agreement.

V. NATIVE AMERICAN CONSULTATION

The FHWA has consulted with the Tribes regarding the proposed Undertaking, will continue to consult with the Tribes, and will afford the Tribes, should the Tribe so desire, the further opportunity to more directly and actively participate in the implementation of the Undertaking; Should any specific Tribe desire to participate in this Agreement as herein set forth, the FHWA shall consult with them to reach consensus regarding the manner in which the Tribe may participate in the implementation of this Agreement and the Undertaking, and regarding any time frames or other matters that may govern the nature, scope, and frequency of such participation.

VI. TREATMENT OF HUMAN REMAINS

The Agreement parties agree that human burials and related items discovered during implementation of the terms of this Agreement and of the Undertaking will be treated in accordance with the requirements of § 7050.5(b) of the California Health and Safety Code. If, pursuant to § 7050.5(c) of the Code, the county coroner or medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §§ 5097.98(a)-(d) of the California Public Resources Code.

VII. DISCOVERIES AND UNANTICIPATED EFFECTS

If the FHWA determines, after any future construction of the Undertaking has commenced, that the Undertaking will affect a previously unidentified property that may be eligible for the National Register, or affect a known historic property in an unanticipated manner, the FHWA will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). The FHWA at its discretion may hereunder, and pursuant to 36 CFR § 800.13(c), assume any discovered property to be eligible for inclusion in the National Register.

VIII. ADMINISTRATIVE PROVISIONS

A. PROFESSIONAL QUALIFICATIONS AND STANDARDS

1. **Professional Qualifications.** All activities prescribed by stipulations II, III, IV, V, VI, and VII of this Agreement shall be carried out under the authority of the FHWA by or under the direct supervision of a person or persons meeting at a minimum the Secretary of Interior's *Professional Qualifications Standards* (48 FR 44738-39) (PQS) in the appropriate disciplines. However, nothing in this stipulation may be interpreted to preclude the FHWA or any

agent or contractor thereof from using the properly supervised services of persons who do not meet the PQS.

2. **Documentation Standards.** Written documentation of activities prescribed by stipulations II, III, IV, V, VI, and VII of this Agreement shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716-44740) as well as to applicable standards and guidelines established by the SHPO.
3. **Curation and Curation Standards.** The FHWA shall ensure that, to the extent permitted under §§ 5097.98 and 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this Agreement are curated in accordance with 36 CFR Part 79. The FHWA will ensure that, to the extent permitted by applicable law and regulation, the views of the Most Likely Descendant(s) are taken into consideration when decisions are made about the disposition of other Native American archaeological materials and records.

B. CONFIDENTIALITY. The Agreement parties acknowledge that historic properties covered by this Agreement are subject to the provisions of section 304 of the NHPA, and section 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this Agreement are consistent with said sections.

C. RESOLVING OBJECTIONS.

1. Should any Agreement party object to the manner in which the terms of this Agreement are implemented, to any action carried out or proposed with respect to the implementation of the Agreement, or to any documentation prepared in accordance with and subject to the terms of this Agreement, the FHWA shall immediately notify the other parties to this Agreement of those objections, and shall consult with the objecting party and with the other parties for no more than 14 days to resolve the objection. The FHWA shall reasonably determine when this consultation will commence. If the objection is resolved through such consultation, the action subject to dispute may proceed in accordance with the terms of that resolution. If, after initiating such consultation, the FHWA determines that the objection cannot be resolved through consultation, the FHWA shall forward all documentation relevant to the objection, including the FHWA's proposed response to the objection, to the ACHP, with the expectation that the ACHP will, within thirty (30) days after receipt of such documentation, do one of the following:
 - a. advise the FHWA that the ACHP concurs in the FHWA's proposed response to the objection, whereupon the FHWA will respond to the objection accordingly. The objection shall thereby be resolved; or,

The amendment process shall comply with 36 CFR §§ 800.6(c)(1) and 800.6(c)(7). This Agreement may be amended only upon the written agreement of the signatory parties. If it is not amended, this Agreement may be terminated by either signatory party in accordance with section E of this stipulation.

E. TERMINATION

1. If this Agreement is not amended as provided for in section D.1 of stipulation VIII, above, or if either signatory party proposes termination of this Agreement for other reasons, the signatory party proposing termination shall, in writing, notify the other Agreement parties, explain the reasons for proposing termination, and consult with the other Agreement parties for at least 30 days to seek alternatives to termination. Such consultation shall not be required if the FHWA proposes termination because the Undertaking no longer meets the definition set forth at 36 CFR § 800.16(y).
2. Should such consultation result in an agreement on an alternative to termination, then the parties shall proceed in accordance with the terms of that agreement.
3. Should such consultation fail, the signatory party proposing termination may terminate this Agreement by promptly notifying the other Agreement parties in writing. Termination hereunder shall render this Agreement without further force or effect.
4. If this Agreement is terminated hereunder, and if the FHWA determines that the Undertaking will nonetheless proceed, then the FHWA shall either consult in accordance with 36 CFR § 800.6 to develop a new Agreement, or request the comments of the ACHP, pursuant to 36 CFR Part 800.

F. DURATION OF THE AGREEMENT

1. Unless terminated pursuant to section F of stipulation VIII above, or unless it is superseded by an amended Agreement, this Agreement will be in effect following execution by the signatory parties until the FHWA, in consultation with the other Agreement parties, determines that all of its stipulations have been satisfactorily fulfilled. This Agreement will terminate and have no further force or effect on the day that the FHWA notifies the other Agreement parties in writing of its determination that all stipulations of this Agreement have been satisfactorily fulfilled.
2. The terms of this Agreement shall be satisfactorily fulfilled within twenty (20) years following the date of execution by the signatory parties. If the FHWA determines that this requirement cannot be met, the Agreement parties will consult to reconsider its terms. Reconsideration may include the continuation of the Agreement as originally executed, amendment of the Agreement, or termination. In the event of termination, the FHWA will comply with section

F.4 of stipulation VIII, above, if it determines that the Undertaking will proceed notwithstanding termination of this Agreement.

- 3. If the Undertaking has not been implemented within twenty (20) years following execution of this Agreement by the signatory parties, this Agreement shall automatically terminate and have no further force or effect. In such event, the FHWA shall notify the other Agreement parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.

G. EFFECTIVE DATE. This Agreement will take effect on the date that it has been fully executed by the FHWA and the SHPO.

EXECUTION of this Agreement by the FHWA and the SHPO, its transmittal by the FHWA to the ACHP in accordance with 36 CFR § 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR § 800.6(c), that this Agreement is an agreement with the ACHP for purposes of section 110(1) of the NHPA, and shall further evidence that the FHWA has taken into account the effects of the Undertaking on historic properties and has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties.

SIGNATORY PARTIES:

Federal Highway Administration

By _____ Date _____
Gene Fong
Division Administrator

California State Office of Historic Preservation

By _____ Date _____
M. Wayne Donaldson, FAIA
State Historic Preservation Officer

CONCURRING PARTIES:

Placer County Transportation Planning Agency

By _____ Date _____
Celia McAdam, Executive Director

California Department of Transportation

By _____ Date _____
Jody Jones, District 3 Director

APPENDIX F
SPECIES LIST FROM U.S. FISH AND WILDLIFE SERVICE

United States Department of the Interior



FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825



June 16, 2006

Document Number: 060616035203

Jennifer Pretare, Ph.D.
URS Corporation
1333 Broadway, Suite 800
Oakland, CA 94612

Subject: Species List for Placer Parkway Corridor Preservation

Dear: Dr. Pretare

We are sending this official species list in response to your June 16, 2006 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be September 14, 2006.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division



Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 060616035203

Database Last Updated: May 5, 2006

Species of Concern - The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. See www.fws.gov/sacramento/es/spp_concern.htm for more information and links to these sensitive species lists.

Red-Legged Frog Critical Habitat - The Service has designated final critical habitat for the California red-legged frog. The designation becomes final on May 15, 2006. See our [map index](#).

Species

Listed Species

Invertebrates

Branchinecta lynchi

vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus

valley elderberry longhorn beetle (T)

Lepidurus packardii

vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus

delta smelt (T)

Oncorhynchus mykiss

Central Valley steelhead (T) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha

Central Valley spring-run chinook salmon (T) (NMFS)

Critical Habitat, Central Valley spring-run chinook (X) (NMFS)

Critical habitat, winter-run chinook salmon (X) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Rana aurora draytonii

California red-legged frog (T)

Reptiles

Thamnophis gigas

giant garter snake (T)

Birds

Haliaeetus leucocephalus

bald eagle (T)

Candidate Species

Fish

Oncorhynchus tshawytscha

Central Valley fall/late fall-run chinook salmon (C) (NMFS)

Critical habitat, Central Valley fall/late fall-run chinook (C) (NMFS)

Birds

Coccyzus americanus occidentalis

Western yellow-billed cuckoo (C)

Selected Quads

RIO LINDA (512B) TAYLOR MONUMENT (513A) PLEASANT GROVE (528C) ROSEVILLE (528D) VERONA (529D)

County Lists

No county species lists requested.

Key:

(E) *Endangered* - Listed as being in danger of extinction.

(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.

(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.

(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.

Critical Habitat - Area essential to the conservation of a species.

(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.

(C) *Candidate* - Candidate to become a proposed species.

(V) *Vacated* by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the nine surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [critical habitat page](#) for maps.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be September 14, 2006.