



## SACOG Board of Directors

March 13, 2008

### **Certification of Metropolitan Transportation Plan 2035 Environmental Impact Report**

**Issue:** Prior to the adoption of the Metropolitan Transportation Plan for 2035, the SACOG Board must certify that it has reviewed the Final Environmental Impact Report (Final EIR) and finds that it complies with the requirements of the California Environmental Quality Act (CEQA). In addition, the SACOG Board must adopt Findings of Fact and a Statement of Overriding Considerations relative to the EIR.

**Recommendation:** The Transportation Committee recommended that the Board of Directors certify the Final Program Environmental Impact Report (Final Program EIR) and directed staff to prepare the attached resolution and Findings of Fact and Statement of Overriding Considerations for consideration and action. The resolution calls for:

- Certifying the Final EIR prior to the adoption of the MTP as required by CEQA and
- Adopting the attached Findings of Fact and Statement of Overriding Considerations

### **Discussion:**

#### **The Final Program EIR**

The Metropolitan Transportation Plan for 2035 (MTP2035) of the Sacramento Area Council of Governments is the subject of an Environmental Impact Report (EIR). As the MTP2035 consists of a group of discretionary actions on the part of SACOG, the MTP2035 is subject to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. Although the individual programs and projects included in the MTP2035 will be implemented by various public agencies, at the regional plan level, which is the scope of this program EIR, SACOG is responsible for carrying out and approving the MTP2035 and, as such, is the lead agency for the purpose of preparing the environmental review of this proposed project. This EIR has been prepared by SACOG pursuant to CEQA and the State CEQA Guidelines.

The purpose of this EIR is to analyze, on a program level, the environmental effects of the MTP for 2035, and to provide local decision-makers and the public with an objective analysis of the potential environmental consequences of implementation of the proposed set of improvements to the metropolitan transportation system. The information presented in this document is intended to provide a full disclosure of the potential impacts and to increase public awareness and participation in the regional transportation planning process.

A program EIR is an environmental document that provides a framework for future environmental analyses. As a programmatic document, the EIR presents a region-wide assessment of the Plan's impacts. The focus of this program EIR is to address the impacts of projects which, individually or in the aggregate, may be regionally significant. Specific analysis of site-specific impacts of individual projects

is not the intended use of a program EIR. Many specific projects are not currently defined to the level that would even allow for such an analysis. Individual specific environmental analysis of each project will be undertaken by the appropriate implementing agency prior to each project being considered for approval.

It is anticipated that this environmental impact report will assist SACOG's member jurisdictions and Caltrans in future project-specific environmental reviews. The focus of this Final Program EIR is to analyze potential environmental impacts of the MTP2035. The Final EIR recommends mitigation measures that should be incorporated into the environmental documentation for specific projects and that would be the responsibility of outside agencies to implement. Further, the Final EIR includes mitigation measures that will be carried out by SACOG.

Previously, SACOG prepared a Draft EIR and requested public comments on the document. Each chapter of the Draft EIR provides an introduction, a regulatory and environmental setting, an explanation of the methodology and assumptions for the analysis, the criteria for determining significance of impacts, and the impacts and proposed mitigation measures. The following topics are analyzed in this EIR: aesthetics; agricultural resources; air quality; biological resources; cultural resources; energy and global climate change; geology; soils and seismicity; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; population and housing; public services; noise; public services; recreation; transportation; utilities and service systems; cumulative impacts; and growth-related impacts.

After the comment period for public review closed, SACOG prepared responses to comments received from the public and prepared changes to the Draft EIR. These responses and changes are included in the Final EIR, which contains the following five chapters: introduction, comments and responses, revisions, new references cited, and list of preparers.

Approved by:

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Attachments

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## **MTP 2035: Findings of Fact & Statement of Overriding Considerations**

### **SACRAMENTO AREA COUNCIL OF GOVERNMENTS METROPOLITAN TRANSPORTATION PLAN 2035: FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT TO SECTION 21081 OF THE PUBLIC RESOURCES CODE AND SECTIONS 15091 AND 15093 OF THE STATE CEQA GUIDELINES, AND MITIGATION MONITORING PLAN**

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#### **EXECUTIVE SUMMARY**

The purpose of this document is to summarize the significant, adverse impacts associated with the Metropolitan Transportation Plan 2035 and the mitigation measures recommended to avoid or substantially reduce these impacts. In addition, this document contains findings on the feasibility of these mitigation measures and the options that were evaluated as alternatives. Finally, this document contains the rationale for adopting the MTP 2035 even with significant, adverse environmental impacts that are unavoidable.

#### **I. INTRODUCTION AND PURPOSE**

The Sacramento Area Council of Governments (SACOG) is proposing to adopt the Metropolitan Transportation Plan 2035 (MTP). The approval of this plan is a “project” within the meaning of the California Environmental Quality Act (CEQA) (Public Resources Code sections 21000 et seq.), requiring the preparation of an environmental impact report (EIR). SACOG has prepared and certified an EIR that satisfies the requirements of CEQA. In that EIR, SACOG identified certain significant adverse impacts that could occur with the approval and implementation of the MTP. These impacts are summarized later in this document.

Prior to approving the MTP, SACOG is required to make written findings explaining how it has dealt with each significant environmental impact and each alternative identified in the EIR. SACOG must make one of the following findings for each impact:

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

## **MTP 2035: Findings of Fact & Statement of Overriding Considerations**

### **II. FINDINGS ON PROJECT ALTERNATIVES CONSIDERED IN THE EIR**

In developing the MTP 2035, the SACOG Board of Directors defined specific principles, indicators and performance measures upon which to base the MTP and to use for decision-making, as it pertains to the agency's mission. They have been designed to pursue and assess the effective management of planning, programming, and transportation funding, which are integral to delivering transportation projects. Of the alternatives considered, the proposed MTP 2035 best met the principles and performance measures established by the SACOG Board.

Based upon the input, consultation, and collaboration with the community, local jurisdiction public works, and planning staff during the development of the MTP 2035, three regional alternatives were developed and further analyzed with consideration of the principles and performance measures. The elements of the alternatives that demonstrated the greatest ability to achieve high performance characteristics were incorporated into a proposed project. The results of the environmental analysis on the proposed project have indicated that it has less environmental effects than the No-Project Alternative. However, it could have similar types of environmental effects as the three regional alternatives. The proposed project alternative has few significant and unavoidable impacts, and some beneficial impacts. Importantly, it also meets the goals and objectives of SACOG's long-range plan as embodied in the principles set forth by the Board of Directors.

The alternatives analyzed in the Final EIR include the No-Project Alternative and three regional alternatives, which are described in detail in Chapter 3 of the Draft EIR. All alternatives considered for the proposed MTP 2035 includes various combinations of multi-modal projects, including:

- Projects on local streets and roads: Road projects sponsored by local jurisdictions include proposals to widen roads, improve intersections, create expressways on local roads, complete new construction, and implement operational improvements. Projects to improve existing bridges or to construct new bridges are also included.
- Projects on the region's public transit systems: The region has fourteen public transit operators with capital and operating needs. Projects that provide a wide spectrum of transit options are included in the MTP 2035 and alternatives, including proposals to build passenger rail stations for intercity and commuter rail services, extensions of light rail transit, and new bus services. Additional trips are also proposed on the existing Capitol Corridor regional rail service, provided by Caltrans/Amtrak through a Joint Powers Authority of which SACOG is a member.
- Projects on the state and federal highway systems: Caltrans District 3 has jurisdiction over maintenance and construction activities on state highways and interstates within the MTP Plan Area. The MTP 2035 and alternatives include several types of projects proposed for these facilities. These projects include proposals to widen highways, construct or reconstruct interchanges, and create expressways on all highway facilities in the MTP Plan Area.

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- Projects that support investments: Increased investment in road maintenance, traffic operational improvements, bicycle and pedestrian facilities are key components of MTP 2035. The concept of “complete streets” which are designed for many types of users and modes together instead of favoring automobile use only is thoroughly incorporated in this MTP.

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

(1) No-Project Alternative (Build-out of 2006 MTP): The State CEQA Guidelines (Section 15126.6[e]) require consideration of a no-project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. When a project involves the revision of an existing plan, the no-project alternative should reflect continuation of the existing plan. For purposes of this analysis, it is assumed that SACOG’s existing adopted transportation plan, the 2006 MTP, which was approved in March 2006, is continued into the future.

*Finding on the No-Project Alternative: Infeasible. The No-Project Alternative represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans. In the absence of the proposed MTP 2035 project, it is assumed that SACOG’s existing adopted transportation plan, the 2006 MTP, which was approved in March 2006, is continued into the future. It is assumed that the set of transportation projects contained in the 2006 MTP would likely be carried out, and that the land uses and population estimates that were assumed as the basis for the 2006 MTP are extrapolated to the planning horizon year 2035. In doing so, the projected impacts of the proposed MTP 2035 are compared to the impacts that would occur without the project.*

*The No-Project Alternative would avoid some of the environmental impacts associated with implementation of the proposed project, but would not address the continuing long-term traffic congestion and traffic-related impacts on air quality, energy, and land use. As discussed in Chapter 18 of the Draft EIR, Transportation, vehicle miles traveled (VMT) and congested VMT would increase under the No-Project Alternative, but would be reduced under the proposed MTP 2035 project. The proposed MTP 2035 project alternative results in a greater reduction in pollutant emissions as well as greenhouse gases (GHG) than the No-Project Alternative. As discussed in Chapter 13 of the Draft EIR, Land Use and Planning, under the No-Project Alternative, land use projections and population estimates for the planning horizon year 2035 are applicable. The No-Project Alternative could have a greater growth-inducing impact than the proposed project due to the number of high-capacity projects included in the alternative that serve areas not projected to grow significantly through 2035.*

*Additionally, as discussed in Chapter 11 of the Draft EIR, Hazards and Hazardous Materials, given the anticipated growth in the volume of goods movement over the period of the MTP for 2035 and the estimated associated growth in the volume of hazardous waste shipments, the No-Project Alternative would not have the potential beneficial effects related to safety improvement and congestion reduction as outlined in the proposed project.*

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*Finally, the No-Project Alternative does not implement the principles related to improving transportation services within the MTP Plan Area as established by the SACOG Board of Directors.*

The three regional alternatives represent multi-modal scenarios focused on nine key corridors that represent a large percentage of the region's travel today. In addition to new projects for the planning horizon year 2035, the three regional alternatives also assume land use projections and population estimates based in year 2035. These alternatives are as follows, with a finding on all three following the descriptions:

(2) Regional Alternative 1 (Auxiliary Lanes, Streetcars, and Bus Rapid Transit Emphasis): The focus of Regional Alternative 1 is that it has the fewest new and expanded roads that are six lanes or greater. This alternative adds more miles of new auxiliary lanes than the other two alternatives, and the fewest new high-occupancy-vehicle (HOV) or carpool lane miles of the alternatives. This alternative also adds several miles of regular, or mixed flow, freeway lanes. There are also expanded and new bridges over the American and Sacramento Rivers to improve connectivity to Downtown Sacramento and the Feather River between Yuba City and Marysville. Transit options emphasized in this scenario are light rail, streetcars, and local buses. The most extensive streetcar system would link West Sacramento and Downtown Sacramento, with streetcars also added in Rancho Cordova, Roseville and as a link from the light rail stop on Watt Avenue on I-80 into southwest Placer County. Light rail extensions south from Meadowview to Cosumnes River College and from the Downtown Sacramento train station north into the Richards Boulevard area are included. The Capitol Corridor regional rail service would continue to operate as it does today, with no significant expansion of service. Regional Alternative 1 also features a comprehensive Bus Rapid Transit (BRT) service throughout Sacramento and southwestern Placer counties.

(3) Regional Alternative 2 (Freeway Expansion, Regional and Light Rail Emphasis): Regional Alternative 2 focuses on adding the most new and expanded major roads, freeways, and expressways, including an extensive carpool network, new auxiliary lanes, and new mixed-use lanes. The public transit emphasis is on express buses and longer distance passenger rail. Regional Alternative 2 does not include any streetcars; instead, the rail system focuses on expanding the regional rail system, adding a new track from Downtown Sacramento to the city of Rocklin in Placer County, and more frequent service on the Capitol Corridor from Rocklin through Downtown Sacramento and Yolo County to the San Francisco Bay Area. Light rail transit would be extended from Downtown Sacramento through the Natomas area to the Sacramento International Airport, and south to Cosumnes River College. Light rail transit also would be double-tracked from Sunrise Boulevard to the City of Folsom. Regional Alternative 2 has a more modest BRT system than Regional Alternative 1, located mainly within Sacramento County.

(4) Regional Alternative 3 (Carpool Lanes, Light Rail, Streetcars, and Express Bus Emphasis): Regional Alternative 3 would provide parallel road capacity and freeway system optimization with the largest amount of carpool lanes of all alternatives, creating a nearly continuous system of new carpool lanes on Interstate 80 (I-80), U.S. 50 and I-5. This alternative has several miles of new mixed-flow freeway lanes in Placer County. Public transit services

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emphasize BRT lines, increased light rail frequencies, and local buses. Regional Alternative 3 extends light rail north to the Natomas Town Centre and south to Cosumnes River College, and the Gold Line is double-tracked all the way to Folsom. Regional Alternative 3 also includes a streetcar linking West Sacramento and Downtown Sacramento, and has an extensive express bus system that takes advantage of the carpool lanes in this scenario's freeway system. This alternative includes a BRT system that is more extensive than Regional Alternative 2, but less extensive than Regional Alternative 1.

### *Finding on Regional Alternatives 1-3: Infeasible.*

*The proposed project alternative would best achieve the principles and performance measures defined by the SACOG Board of Directors for the reasons discussed below. The effectiveness of the three regional alternatives, compared to the proposed project in achieving these principles, indicators and performance measures is discussed as follows:*

**Principle 1- Access and Mobility:** *This principle focuses on improving travel opportunities for businesses and residents within the MTP Plan Area. By improving access to jobs, housing, services and goods, and creating or expanding mobility options, the proposed project alternative would reduce the number of vehicle miles traveled and minimize delays due to congestion, compared to the No-Project Alternative. The proposed MTP 2035 reduces vehicle miles traveled per household by 12.5% compared to the 2006 MTP, which represents the No-Project Alternative. The proposed MTP 2035 Alternative limits congested vehicle miles traveled to 9.2% of overall vehicle miles traveled by the year 2035, compared to the No-Project alternative, which results in 14.9% congested vehicle miles traveled. The three regional alternatives each show greater increases in congested miles of travel per household over 2005 levels, with the greatest increase noted by Regional Alternative 2, which focuses on new and expanded major roads, freeways and expressways, including an extensive carpool network, new auxiliary lanes and new mixed-use lanes, and a public transit emphasis on express buses and longer-distance passenger rail. When compared to the proposed project, the three regional alternatives offer less improvement in reducing vehicle miles traveled and congestion delay. Each of the regional alternatives provides reductions in VMT, but the reductions are not as great as that of the proposed MTP 2035 project alternative.*

**Principle 2- Equity and Choice:** *By providing real, viable travel choices for all people throughout the diverse MTP Plan Area, the MTP 2035 would embody the principle of equity and choice. Travel mode choice is an indicator of this principle; more choices among travel modes throughout the MTP Plan Area is a goal for the MTP. The proposed MTP 2035 project alternative also results in the greatest distribution of trips by mode. The three regional alternatives perform similarly, with each offering increases in transit and bike/walk trips and reductions in the mode share of single occupancy vehicle trips.*

**Principle 3 – Economic Vitality:** *This principle addresses efficient means of connecting people to jobs and transporting goods to markets. The proposed MTP 2035 achieves this principle by demonstrating a greater ability to link people to fast travel options during peak commute periods. The number of jobs compared to the number of employed residents living in the immediate area, is commonly referred to as a “jobs/housing balance.” Imbalances in jobs/housing can be problematic because it results in longer commutes as residents travel to other locales for employment. As noted in Chapter 15, Population and Housing, the proposed project places more emphasis on the jobs/housing ratio throughout the MTP Plan Area than the regional alternatives. The propensity of fast, direct*

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*transit services in this alternative contributes to a strong jobs/housing balance, but not greater than that of the proposed MTP 2035 alternative.*

*Additionally, economic vitality is achieved by providing efficient routes to support goods delivery. The proposed project contains strategic investments in new freeway lanes, new roadways that connect activity centers and geometrically improved interchanges that help to reduce truck congestion. Each of the three regional alternatives also include investments to support goods movement, but the proposed project is the most cost-effective, as measured by the ratio of road investments to reduction in congested vehicle miles of travel.*

**Principle 4- Environmental Quality and Sustainability:** *Protecting the natural resources within the MTP Plan Area is another goal for the MTP, by minimizing the impacts of transportation on the natural and physical environment. Providing for cleaner air by minimizing the effects of transportation on air quality is also vital to sustaining the environment.*

*The Blueprint Vision, adopted by the SACOG Board of Directors in December 2004, is a conceptual map and seven growth principles, including the principle of natural resources conservation. While the adopted vision map is not intended to be implemented literally, the map is intended to be interpreted and used as a concept-level illustration of the growth principles. The goal and result of the Blueprint map and principles are a reduction in traffic congestion, air pollution, and consumption of agricultural and resource lands through more efficient development within and contiguous to the existing urban area, paired with a transportation system that is more integrated with the land uses. The proposed MTP 2035 project will be the first MTP for the Sacramento region to pro-actively link land use, air quality, and transportation needs by incorporating the Blueprint Vision. Blueprint Vision proposes to reduce the amount of future urbanized lands by more than 350 square miles by the year 2050. Reducing the amount of future urbanized lands minimizes the consumption of natural resources and conserves open space and natural lands. By the horizon year of the MTP, the proposed project alternative would also reduce the amount of future urbanized lands. The three regional alternatives were built on the same Blueprint Vision, so their effects on consumption of open space and natural lands would be the same.*

*As noted in Chapter 12, Hydrology and Water Quality, water quality is reflective of the land uses in the watershed. Land uses surrounding the project area include open space, urban, and agricultural uses. Open space is not anticipated to contribute pollutants to water bodies above background levels, except when it includes grazing. Urban and agricultural land uses typically contribute sediment, hydrocarbons and metals, pesticides, nutrients, bacteria, and trash. The proposed project and the three regional alternatives all would be expected to contribute similar contaminants.*

**Principle 5- Financial Stewardship:** *This principle is about developing a transportation system that delivers cost-effective results that are feasible to construct and maintain. Addressing environmental and congestion problems through capital intensive, supply-side solutions is expensive in both money and construction resources, such as concrete, steel, asphalt and energy. When and where infrastructure capacity investments are needed, the greatest benefits are realized when the infrastructure is managed for efficient performance. The most cost-effective infrastructure investments are usually those that maintain, preserve, and optimize existing assets.*

*The more compact urban form that accompanies the proposed project and the three regional alternatives will intensify use of infrastructure, requiring more to maintain and operate it. These additional resources become available because investments in more efficient operations of the system and the reduced area of urbanized land in turn reduce the amount of financial resources that would be consumed to expand the system. In fact, the efficiencies from transportation improvements and*

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*more compact urban form exceed the additional costs of transportation system maintenance and operations, thus freeing resources to improve the performance of the system, to yield fewer vehicle miles traveled and greater use of walking, cycling, and transit. In terms of expenditure priorities, the proposed project has a higher percentage than any of the regional alternatives to maintain, preserve, operate, and address safety concerns for existing infrastructure. Therefore, stewardship, or more effective deployment, of financial resources enables the proposed project to be workable and better performing, thus making it superior to the regional alternatives, and thereby enabling the significant air quality, energy use, land consumption and other environmental benefits to be achieved.*

**Principle 6 – Smart Land Use:** *Smart land use involves mixed land uses, more infill development, and more compact development at both local and regional scale; this leads directly to a lower amount of urbanized land (for the forecast population), more land remaining in natural state, more intense and efficient use of infrastructure, and shorter trips for urban activities, and fewer trips by motor vehicle. The region’s Blueprint vision is built around smart land use, and the proposed project – this MTP – has been customized to go with the Blueprint vision of urban land. The previous MTP was designed around a different land use future, one that included a minimal amount of smart land use, which would consume more land, require more new infrastructure over a larger area, and result in the need to travel longer distances with more trips for which the only choice would be motor vehicle.*

*The land use base for the MTP 2035 supports a transportation system that reduces growth in vehicle-miles-traveled and traffic congestion and makes walking, bicycling, and transit a preferable choice for more trips. The transportation system in this plan has been custom-designed to match this land use pattern, and about 75% of the improved performance of the system is directly due to land use, not to specific transportation projects. Thus, implementation of the locally-determined Blueprint land uses is the most important part of successfully implementing this MTP, and smart land uses become a critical part of the proposed project itself. Due to the issues discussed above, the proposed project better achieves these goals than the regional alternatives, rendering the regional alternatives infeasible.*

### **III. FINDINGS ON SIGNIFICANT IMPACTS IDENTIFIED IN THE EIR**

SACOG hereby makes the following findings for each significant impact identified in the EIR.

#### **A. AGRICULTURAL RESOURCES**

**Impact AG - 1:** Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

Overall there are 136 projects in the MTP 2035 that would construct new roadways and highways, occupying 413 corridor miles of new land. Of these new roadways, 152 miles would have the potential to directly impact 1,998 acres of farmland, assuming the worst case disturbance. (The acreage calculation is based on a 100-foot buffer on either side of the centerline of a project.)

There are also 111 projects in the MTP 2035 that would expand roadways and highways, which would impact 407 corridor miles of new land. Of these expanded roadways, 227 miles would have the potential to directly impact farmland. Because these expansion projects add to existing

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roadways, SACOG was not able to estimate an actual acreage impact due to the lack of existing roadway-width data. However, the estimate of 227 miles of going through existing farmland provides a conservative estimate of roadway expansion that would have a potentially significant impact on farmlands.

Combined, new and expansion roadway and highway projects have the potential to convert agricultural land to non-agricultural use along as many as 379 linear miles of roadway. This is 46% of the total new and expanded roadway miles. An estimated 1,998 acres of farmland would be converted to new roadways. Most converted land would be in the form of long, narrow bands adjacent to roadways (lane improvements or modifications), not large, contiguous parcels. The magnitude of this impact will not be fully known until design of improvements (facilities) is completed.

*Finding: Significant impact. This impact is considered significant at the program level because of the likelihood that open space would be permanently converted to a more intensive land use.*

### Recommended Mitigation Identified in the EIR

#### Mitigation Measure AG - 1: Develop Rural-Urban Connections Strategy and Create Best Practices Toolkit

Within 3 years of adoption of the MTP 2035, SACOG shall develop a Rural-Urban Connections Strategy, to expand on, and help support, implementation of the Blueprint growth strategy and the MTP. The Rural-Urban Connections Strategy will utilize state-of-the-practice data collection, modeling, research, and participation practices to develop a toolkit of best practices to promote land use practices in rural areas that are economically viable for landowners and local governments and are environmentally sustainable. Issues to be addressed include, but are not limited, to: agricultural practices, natural resource protection, development practices that support agricultural and natural resource values, infrastructure needs in rural areas, energy production, and methods to promote jobs-housing balance (with a specific emphasis on effective jobs-generating practices in appropriate areas). The toolkit of best practices will include assessment of vehicle miles traveled and air emissions, including greenhouse gases. Building on local conservation efforts, the strategy will identify areas where mitigation for development should be directed to maximize the benefit of such acquisitions. Another important outcome will be the identification of environmental services, such as flood control, groundwater recharge, and carbon sequestration, which are enhanced through a comprehensive approach to urban and rural planning. It is anticipated that the Rural-Urban Connections Strategy effort will be completed within 3 years.

*Finding: SACOG finds that sufficient mitigation is not available to reduce this impact to a less-than-significant level. This impact will require adoption of a statement of overriding considerations as a condition of project approval.*

#### B. ENERGY AND GLOBAL CLIMATE CHANGE

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### Impact ENE - 1: Construction Effects on Regional Energy Usage

Under the MTP 2035, new projects would be built and existing transportation systems would be modified. Construction of the transportation improvements programmed in the proposed MTP 2035 would increase energy consumption due to the operation of construction equipment and vehicles. As many of the improvements programmed in the MTP 2035 are large-scale, the increase in energy consumption due to construction activities would be substantial. Construction activities would use vehicles typically powered by nonrenewable fuels.

Based upon the general planning nature of the MTP 2035, development of detailed, site-specific information on this impact at the program level is not feasible. As a result, SACOG does not have sufficient reliable data to permit preparation of a meaningful and accurate report on the impact at the project level. The implementing agency will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment.

The construction of transportation infrastructure identified in the proposed MTP 2035 would involve the use of construction equipment and vehicles, which are generally dependent upon nonrenewable petroleum-based fuels, on a large scale. However, it is not feasible to estimate energy consumption associated with future construction of the projects in the proposed MTP 2035 at this program level of analysis. Further, multiple factors beyond the control of SACOG, and outside the scope of the proposed MTP 2035, may influence future construction-related energy consumption under the proposed MTP 2035 including, but not limited to, state and federal regulatory actions; technological improvements; the price of oil, gasoline, diesel, electricity and other fuels; the availability of alternative fuel vehicles in the marketplace; the amount of oil imported by the U.S.; and others. Nevertheless, the large scale of construction activities required to implement the proposed MTP 2035 would result in additional energy consumption.

Although construction equipment and vehicles would be operated in accordance with all applicable rules and regulations, the substantial increase in energy consumption associated with the construction equipment and vehicles primarily powered by nonrenewable fuels, combined with factors beyond the control of SACOG, result in a finding that this impact is considered significant.

*Finding: Significant impact.*

### Recommended Mitigation Identified in the EIR

#### Mitigation Measure ENE – 1: Incentives for Energy Conservation Practices

When it has the authority to do so, SACOG will condition the programming of federal and state funds to only local agency recipients that include energy conservation criteria in their selection process for construction contractors. These criteria, to be established by the local agencies responsible for plan implementation, should, at a minimum, include the following incentives for energy conservation practices in the construction bids they solicit:

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- Construction equipment that meets the current emission standards criteria for new vehicles.
- Construction equipment that uses alternative fuels.
- Local services and materials that minimize energy consumption from transportation freight that requires long-distance travel.
- Renewable energy sources whenever feasible.
- Use the lowest feasible emitting construction equipment and fuels.
- Avoid unnecessary idling of construction equipment.
- Consolidate material delivery as much as possible to ensure efficient vehicle utilization.
- Schedule delivery of materials during non-rush hours to maximize vehicle fuel efficiency.
- Encourage construction workers to carpool.
- Maintain equipment and machinery, especially those using gasoline and diesel, in good working condition.

These conditions will not apply where the local agencies responsible for plan implementation already are subject to regulatory measures to control and/or mitigate the energy-related impacts of the construction projects.

*Finding: SACOG finds that sufficient mitigation is not available to reduce this impact is to a less-than-significant level. This impact will require adoption of a statement of overriding considerations as a condition of project approval.*

### C. HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-5: Creation of a potential hazard through the construction of new or expanded transportation facilities within a two-mile radius of an airport within the MTP Plan Area.

The implementation of the MTP 2035 could create a potential hazard due to the number of new or newly expanded transportation projects that would lie within two miles of an airport, as shown in Figure 11-5. Nearly all of the airports in the MTP Plan Area currently have an adopted Comprehensive Land Use Compatibility Plan (CLUP) or Airport Land Use Compatibility Plan (ALUCP). In general, hazards associated with airports can be grouped into two categories: air hazards and ground hazards.

Air hazards jeopardize the safety of an airborne aircraft and expose passengers, pilots and crews to danger. Examples of air hazards include tall structures, glare-producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with take-off or landing procedures, posing a risk to aircraft. Ground hazards jeopardize the safety of current and future residents and/or workers in the vicinity of an airport.

The most obvious ground hazard is a crash, which may produce a serious, immediate risk to those residing in or using areas adjacent to the airport. Most accidents occur during take-off and

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landing. Therefore, the higher the density around an airport, including transportation facilities, the higher the risk associated with this type of hazard.

*Finding: Significant impact.*

### Recommended Mitigation Identified in the EIR:

Mitigation Measure HAZ-3: Ensure compliance with emergency response and evacuation plans

The implementing agency shall confer with SACOG, as the designated Airport Land Use Commission, to ensure that the project is consistent with any adopted CLUP or ALUCP.

*Finding: Implementation of this mitigation measure reduces this impact to a less-than-significant level.*

## D. HYDROLOGY

### Impact HYD-7: Impact Due to Construction in the Floodplain

Some of the projects included in the proposed MTP 2035 may be placed the 100-year flood zone, thus increasing the potential to obstruct or exacerbate floodwaters. The construction of projects involving support structures in the floodway could obstruct floodwaters at some locations. Placement of structures within a floodplain can displace floodwaters and alter the base flood elevations in the surrounding areas. Structures can form a backwater effect, resulting in increased in the flood elevation level upstream and in neighboring areas. Likewise, floodwater can cause scour effects, resulting in erosion and sedimentation problems downstream from structures. Drainage areas could be altered by highway corridors, in which floodwaters could be detained by medians and along the roadside. Proposed bridge supports could block debris in waterways, creating obstructions and further elevating upstream flood levels.

As described in the setting section of Chapter 12 of the Draft EIR, numerous federal, state, and local agencies are responsible for maintaining flood protection features in the MTP Plan Area, including USACE and DWR at the federal and state level, as well as local reclamation districts and flood control agencies. All transportation network improvements would be required to comply with the floodplain regulations imposed by these agencies.

*Finding: Significant impact.*

### Recommended Mitigation Identified in the EIR:

Mitigation Measure HYD-6: Avoid Restriction of Floodflows and Obtain Agency Approval of Construction with 100-Year Floodplains

Proponents of specific projects included in the proposed MTP 2035 that require federal approval or funding must comply with Executive Order 11988 for floodplain management. Proponents of

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these projects must avoid incompatible floodplain development designs, restore and preserve the natural and beneficial floodplain values, and maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA if unavoidable construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood-prone areas. Potential impacts due to flooding as a result of specific projects included in the MTP 2035 would be alleviated through the FEMA LOMR approval process, as well as the jurisdiction of the Reclamation Board, when applicable, and the affected Reclamation District. Project design will proceed in accordance with the latest available mapping by DWR and USACE.

*Finding: Implementation of this mitigation measure reduces this impact to a less-than-significant level.*

### E. LAND USE AND PLANNING

Impact LU-6: Concurrent implementation of the proposed plan with the forecasted development of residential and employment land uses would result in expansion of urban areas and changes in land use and the character of neighborhoods and districts in the Sacramento Region

The proposed plan will be implemented concurrently with substantial residential, commercial, and industrial development in the Sacramento region over the next 28 years. SACOG projects that 1.3 million new residents and 540,000 new jobs will be added during this time period. This growth will require the conversion or redevelopment of considerable land areas in the region.

SACOG estimates that about 139,588 acres will be converted to accommodate this projected growth. This development represents conversion of approximately 3.5 percent of the land in the Sacramento region to urban uses over the next 28 years. Besides the land converted to urban uses, currently urbanized land could be intensified with infill development.

The specific impacts of individual MTP projects on localized neighborhoods will be conducted during project level review. The implementing agency will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment. At the program level, SACOG will carry out the following mitigation measure.

*Finding: Significant impact.*

#### Recommended Mitigation Identified in the EIR

Mitigation Measure LU-6: Continue to Implement the Sacramento Region's Blueprint growth strategy through the Community Design Grant Program and other Implementation Programs

SACOG has no land use authority and cannot directly affect the pattern that future land uses will take. However, it can strive to implement the Blueprint Vision through existing and new

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programs. SACOG shall continue to fund the regional Community Design Grant Program which funds transportation projects that are part of mixed-use, higher density developments. The Community Design component of the MTP 2035 could encourage growth patterns that promote alternatives to the automobile by creating mixed-use developments that would include residences, shops, parks, and civic institutions linked to pedestrian and bicycle friendly public transportation centers.

Projects would be awarded a Community Design grant if they incorporate design features such as improved street connectivity, public amenities, and a concentration of residences and jobs in proximity to transit routes. Implementation of this strategy could result in more balanced land use conditions throughout the region and less land converted to urban uses due to the higher-density, infill focus of the grant program.

SACOG's other Blueprint Implementation Programs include development of a Form-Based Code Handbook, Blueprint Development Reviews, and Technical Assistance to Local Governments.

*Form-Based Code Handbook.* Form-based zoning codes regulate development through the use of graphics and standards to define the form and scale of new development, while at the same time making the uses allowed in any given area much more flexible than a typical zoning code. This contrasts with conventional development regulations, which primarily utilize only narrative descriptions. Form-based codes (FBCs) typically provide significant public input during their creation. The handbook will assist local jurisdictions in implementing form-based codes in areas where they are trying to encourage smart growth development (mixed-use, compact development with high street connectivity).

*Blueprint Development Review.* At the request of a local government, SACOG will evaluate a proposed development project for its consistency with the Blueprint Principles and Vision Map.

*Technical Assistance to Local Governments.* At the request of a local government, SACOG will provide technical planning assistance in the development or update of general plans, community plans, specific plans, etc. This assistance can include analysis of the Blueprint Vision Map or training in use of modeling tools.

*Finding: SACOG finds that sufficient mitigation is not available to reduce this impact is to a less-than-significant level. This impact will require adoption of a statement of overriding considerations as a condition of project approval.*

### F. NOISE

Impact NOI-3: Exposure of Noise Sensitive Land Use to Increased Noise from the Operation of New Roadway and Highway Facilities

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The MTP includes new roadways and new or widened bridges to span the Sacramento, Feather, and American Rivers. Where a new roadway or bridge will be constructed, noise levels at adjacent land uses will likely increase by 3 dB or more and noise will likely exceed 65 Ldn.

*Finding: Significant impact.*

### Recommended Mitigation Identified in the EIR:

No feasible mitigation measures were identified to mitigate this impact to a less-than-significant level at the program level. The agency implementing a project listed in the MTP 2035 will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment. The EIR contains suggested Mitigation Measure NOI-2 for use at the project level.

*Finding: SACOG finds that sufficient mitigation is not available to reduce this impact to a less-than-significant level at the program level of analysis. These impacts will require adoption of a statement of overriding considerations as a condition of project approval.*

### Impact NOI-4: Exposure of Noise Sensitive Land Use to Increased Noise from the Operation of Expanded or Transit Operations

The MTP 2035 emphasizes widespread and frequent bus service on arterial streets with new services and strategic rail investments for transit. The plan includes rail transit extensions and operational improvements to enhance service frequencies. New transit services along new travel corridors would be established to connect suburban activity centers, using a wider spectrum of transit options, ranging from commuter rail through light rail, streetcar, bus rapid transit, enhanced bus, express bus, local bus, community shuttles, and paratransit. Increased frequency of express bus service is included to maximize the capacity of the carpool lanes.

Specifically, the MTP 2035 calls for:

- Two more Capitol Corridor trains (heavy rail) daily
- South Sacramento Corridor Phase 2 light rail extension to Cosumnes River College
- Gold and Blue Line light rail track improvements for increased peak-period frequencies
- Light rail extension from downtown Sacramento to Natomas to Sacramento International Airport
- Increased local bus, shuttle, bus rapid transit, and express bus service

Heavy rail improvements will include two more Capitol Corridor trains per day. Because of the number of existing passenger and freight trains that use these tracks, two additional trains are not expected to increase daily noise (Ldn) along these tracks by more than 3dB. The impact associated with heavy rail improvements is considered to be less than significant. No mitigation is required.

The addition of local buses, shuttles, bus rapid transit, and express buses to existing streets and routes is unlikely to increase noise by more than 3 dB because of the existing high noise levels

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along those routes. Low frequency energy produced by accelerating buses can sometimes cause secondary effects such as rattling of windows that is perceived as vibration issue. Increased bus service may cause increase incidences of this effect. However, this effect is not expected to be significant because this effect would occur in the context of existing bus service and existing high background sound levels. The impact associated with the addition of local buses, shuttles, bus rapid transit, and express buses is considered to be less than significant. No mitigation is required.

Light rail improvements will include improvements to existing corridors and the addition of new corridors. In general the proposed transit improvements along existing corridors will occur in developed urban areas where noise levels are already high from existing transportation systems. Because improvements along existing corridors would not double the number of daily trains, these improvements are not expected to increase daily noise (Ldn) along these corridors by more than 3dB. The impact associated with improvements to existing light rail corridors is considered to be less than significant. No mitigation is required.

Typical light rail operations (50 daytime trains, 15 nighttime trains traveling at 50 mph) produce a sound level of about 68 Ldn at 50 feet from the track (FTA 2006). The addition of light rail operations along new corridors could occur in areas existing noise is well below 68 Ldn. New light rail operations in these areas would increase daily noise (Ldn) by more than 3 dB and in some cases may be located adjacent to noise sensitive uses. The addition of new light rail corridors is, therefore, considered to result in potentially significant noise impacts.

*Finding: Significant impact.*

### Recommended Mitigation Identified in the EIR:

No feasible mitigation measures were identified to mitigate this impact to a less-than-significant level at the program level. The agency implementing a project listed in the MTP 2035 will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment. The EIR contains suggested Mitigation Measure NOI-2 for use at the project level.

*Finding: SACOG finds that sufficient mitigation is not available to reduce this impact to a less-than-significant level at the program level of analysis. These impacts will require adoption of a statement of overriding considerations as a condition of project approval.*

## G. TRANSPORTATION

### Impact TRN-3: Substantial Increase in Congested Vehicle Miles Traveled per Household

Congested VMT per household is forecasted to increase from 3.3 miles in 2005 to 3.7 to 3.8 miles in 2035. This is an increase of 13 to 17 percent. However, the No-Project Alternative would result in 7.0 miles of congested VMT per household, a 115 percent increase from 2005 conditions. Because the increase from existing conditions is greater than 10 percent, this impact is considered to be significant.

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The MTP 2035 itself was structured to reduce and minimize the amount of congestion on the region's roadways. Evidence of this effort is found in the significant reduction in the growth rate in congested travel from its recent trend of +5.0 percent per year to +2.8 percent per year from 2005 to 2035 (see Table 18-5). Additionally, the MTP 2035 will also provide new options for avoiding private vehicle travel altogether, as evidenced by increasing rates of transit and nonmotorized travel. However, the combined travel demand generated by new residents in the region is likely to result in more travel on heavily congested roadways for many travelers.

*Finding: Significant impact.*

### Recommended Mitigation Identified in the EIR

#### Mitigation Measure ENE – 8: Adopt Transportation Pricing Policy

SACOG shall prepare an analysis on the impacts and viability of using pricing policies with the transit system and selected portions of the road network to encourage people to drive less and use transit, walking, and bicycling modes more. This study will identify strategies to reduce GHG emissions that will include, but are not limited to, free or reduced transit fares during “spare the air” days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and congestion pricing to enter certain high-traffic areas served by public transit (e.g., downtown Sacramento). SACOG shall adopt a transportation pricing policy based upon these strategies, and shall conduct seminars with local government staff, planning commissioners and elected officials, and members of the private development, planning, engineering, and design communities to disseminate these strategies.

#### Mitigation Measure ENE - 9: Create Public Education Program on Individual Transportation Behavior and Climate Change

In conjunction with key partners such as local air districts, public utility providers, area chambers of commerce and others, SACOG shall create a public information program to educate the public about the connection between individual transportation behavior and global climate change, including transportation behavior modifications the public can make to reduce their GHG emissions over time. SACOG shall include information on its website ([www.sacog.org](http://www.sacog.org)) that is focused on global climate change. The website shall identify actions members of the public can take to reduce their carbon footprint, and provide web links to sources of information on SACOG's Regional Ridesharing Program, which is designed to promote alternative mode use (carpools, vanpools, public transit, bicycling, walking, and telecommuting) and other travel demand management strategies.

#### Mitigation Measure ENE – 11: Adopt Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes

SACOG shall prepare an analysis and perform travel modeling and air emissions analysis to identify a range of alternatives for local governments to use to modify current parking

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regulations to create incentives for people to use available transit, walking, and biking options. The analysis shall address impacts of parking maximum and minimum requirements, shared parking systems, and parking pricing on travel behavior and air emissions. The study will also include the potential for application of alternative energy technologies, such as solar shading and power generation, at both structured and surface parking facilities. The I-PLACE3S energy module (see Mitigation Measure ENE – 13) will be used to support this research. This study will be conducted cooperatively with key partners, such as the air districts and local governments within the region. At the conclusion of the study, SACOG shall adopt a parking policy based upon the study results, and shall work with local governments to modify local parking regulations.

Mitigation Measure ENE – 12: Adopt Safe Routes to School Policy and Implement Pilot Program and Conduct Workshop with Cities, Counties and School Districts to Identify other Opportunities for Collaboration that may reduce Greenhouse Gas Emissions

Within 3 years from the adoption of the MTP 2035, SACOG shall adopt a Safe Routes to Schools (SRTS) policy to promote the practice of safe bicycling and walking to and from schools throughout the MTP Plan Area in order to reduce traffic congestion, improve air quality, and enhance neighborhood safety. There are both federal and state funding programs for SRTS. As a regional agency, SACOG is an eligible applicant under the federal program for both infrastructure and non-infrastructure projects. Under the state program, only cities and counties are eligible applicants for infrastructure projects only. (Caltrans, 2007.) Safe Routes to School bill (AB 1475) established a “one-third” distribution formula for federal safety funds to be allocated in equal amounts to: state highways, local roads, and SRTS construction program was established.

The federal SRTS program was authorized by Section 1404 of *SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)*. SACOG shall also obtain federal funds from the Federal Highway Administration through Caltrans to implement at least one SRTS pilot program within the MTP Plan Area.

The state-legislated Safe Routes to School Program (SR2S) is contained in Streets & Highways Code sections 2330-2334. SACOG shall encourage its member agencies to apply for funds available through the State Highway Safety Improvement Fund for eligible infrastructure projects in order to improve bicycle and pedestrian safety for school children.

SACOG shall also join the Safe Routes to School National Partnership, a network of more than 300 nonprofit organizations, government agencies, schools, and professionals working together to advance the Safe Routes to School movement in the United States.

In addition, SACOG will host a regional workshop for all cities, counties, school districts, and transit operators within the region to identify other potential opportunities for collaboration that would reduce greenhouse gas impacts. At a minimum, the issues discussed will include the findings from the Safe Routes to School activities described above, opportunities to increase the number of students with bus or other transit options to get to and from school, and integrating school siting practices with goals of promoting walkable neighborhoods with a wide range of

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easily accessible services. This workshop will be patterned after the “Stretching Community Dollars Guidebook” and workshop series that the SACOG Executive Director wrote for the California City, County, Schools (CCS) Partnership (a non-profit organization of the League of California Cities, California State Association of Counties and California School Boards Association).

That workshop series is specifically designed to help these three local government entities to take maximum advantage of opportunities for collaboration. SACOG will ask the CCS Partnership to co-host the event, and offer to make the materials prepared for the event available to the CCS Partnership for use in its on-going workshop series around the state.

### Mitigation Measure ENE – 15: Adopt a “Complete Streets” Policy

SACOG shall adopt a “Complete Streets” policy to require that applicants for SACOG regional funding programs demonstrate that the planning, design, construction, and maintenance of roadway and transit facilities include the needs of all transportation users – pedestrians, bicyclists, the disabled, transit users, and motorists. Examples include facilities (sidewalks, bike lanes, etc.) that allow for safe walking, biking, and wheelchair access along roadways. Through its Complete Streets policy, SACOG shall require that applicants for local funding programs administered by SACOG demonstrate that their project is multi-modal and will consider the needs of bicyclists, pedestrians, and disabled travelers. SACOG’s policy shall be consistent with current, adopted regional and local plans, and in accordance with locally adopted policies such as Sacramento County’s Measure A program that earmarks funds for multi-modal improvements (highway, street, and road construction; highway, street, and road maintenance; bus and light rail capital and operations; improved transportation services for elderly and handicapped persons; and transportation-related air quality programs). In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations for pedestrians, bicyclists, and disabled travelers.

The policy shall also require applicants for state funding programs to ensure that projects are consistent with *Caltrans Directive 64*, which states that the California Department of Transportation, “fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.” The policy shall also require that applicants for federal funding programs ensure that projects are consistent with the United States Department of Transportation Policy Statement on “Accommodating Bicyclists and Pedestrians in Transportation Projects.”

### Mitigation Measure LU - 2: Initiate a “Complete Streets” Technical Assistance Program

To implement the Complete Streets policy, SACOG shall review and analyze the practices of local governments within the SACOG region and around the nation to identify appropriate “Best Practices” for complete street design within the SACOG region. “Complete Streets” means design of the right-of-way for all relevant modes of travel, including pedestrian, bicyclists, and transit as well as automobiles. The best practices will address the functional needs of different types of streets, including arterials, major and minor collectors, and local streets. SACOG shall

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develop a curriculum, conduct educational seminars/workshops to disseminate the best practices information, and provide technical assistance for local governments (public works and planning staff, planning commissioners, and elected officials) and members of the private land use development, planning, engineering and design communities to assist the design and construction of “Complete Streets” throughout the MTP Plan Area. SACOG shall also provide technical assistance to local governments on a case-by-case basis, as requested, to help them successfully implement this concept.

*Finding: SACOG finds that sufficient mitigation is not available to reduce this impact to a less-than-significant level. This impact will require adoption of a statement of overriding considerations as a condition of project approval.*

### **IV. STATEMENT OF OVERRIDING CONSIDERATIONS**

SACOG is proposing to adopt the MTP 2035 and has prepared and certified an EIR that satisfies the requirements of the California Environmental Quality Act (CEQA), Public Resources Code sections 21000 et seq. In that EIR, SACOG identified several significant, adverse impacts that are unavoidable. CEQA requires the SACOG Board of Directors to balance the benefits of the MTP 2035 against its unavoidable environmental risks in determining whether to approve the MTP 2035.

The EIR for the MTP 2035 identifies the following significant environmental impacts as unavoidable:

- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use (Impact AG-1)
- Construction of the projects that will be carried out by implementing agencies will likely increase regional energy use (Impact ENE-1)
- Concurrent implementation of the MTP 2035 and projected development of residential and employment land uses would result in expansion of urban areas and changes in land use and the character of neighborhoods and districts in the Sacramento Region (Impact LU-6)
- Exposure of noise sensitive land use to increased noise from the operation of new roadway and highway facilities (Impact NOI-3)
- Exposure of noise sensitive land use to increased noise from the operation of expanded or transit operations (Impact NOI-4)
- Substantial increase in congested vehicle miles traveled per household (Impact TRN-3)

The MTP is a planning and policy document that identifies long-range transportation needs and funding priorities for the region. The MTP is intended to provide guidance and direction to the cities and counties in determining priorities for transportation projects and expenditures. The MTP is implemented through subsequent project-specific transportation programming by local

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jurisdictions, transportation agencies, and the California Department of Transportation (Caltrans).

In accordance with section 15093 of the State CEQA Guidelines, SACOG adopts this Statement of Overriding Considerations to explain the reasons for approving the MTP 2035, despite the unavoidable impacts identified in the EIR and Findings of Fact. In preparing this Statement, SACOG has balanced the benefits of the MTP 2035 against its unavoidable environmental risks. SACOG finds that the project's unavoidable impacts are acceptable in light of the project's benefits. Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, despite each and every unavoidable impact.

### ***1. Transportation Investments in the Proposed MTP 2035 Are Integrated with the Land Use Pattern***

The MTP 2035 land use allocation leads to more compact communities built around mixed use community activity centers, applying to existing suburban communities, new mixed-use communities around the present urban edge, and rural communities; a better balance of jobs and housing in communities, with a variety of housing types and prices in all communities to match an evolving market; and gives attention to the siting of commercial and industrial businesses that require significant truck traffic.

In tandem with the Blueprint growth principles, which focus on urban growth patterns, the region will continue to explore of the needs of the rural areas, including identifying areas with high natural resource values to be preserved and economic development opportunities. Blueprint principles, a forthcoming rural initiative, and the MTP together move this region significantly toward environmental sustainability by reducing air pollution and greenhouse gas emissions; conserving energy, water, and open space; and balancing urban and rural economic viability.

### ***2. Policies and Strategies to Support Blueprint Implementation***

The MTP 2035 transportation system has been custom designed to match the land use pattern that underpins it. In fact, about 75 percent of the improved performance that comes from The MTP 2035 is derived from the strong presence of land uses that match Blueprint growth principles in many portions of the SACOG region. The MTP 2035 is the first MTP to explicitly propose a range of policies and associated strategies specifically designed to integrate with a Blueprint-influenced land use pattern. A full list of the policies and strategies are found in Chapter Five of the Draft MTP 2035.

The MTP 2035 focuses on investments to support local governments that have chosen to implement the Blueprint growth principles in various ways. Overall, the investment strategy supports more compact urban design and mixed land uses that favor more travel choices, including transit, as the cost in dollars and congestion make driving alone less attractive and affordable. In larger and more compact urban areas, the roadway and parking space needed for autos becomes a limiting factor for auto use, because of congested conditions and cost. This development future also yields shorter commutes overall, more local trips within communities for which walk, bicycle, and transit become attractive options to driving, lower VMT, lessened growth in congestion, and more transit service and use.

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### a. *Conserving the Existing Transportation System and Better Optimizing Performance*

Supporting smarter land uses and resource conservation begins with an investment emphasis on good repair and operation of the current system. An extension of good maintenance is essential for a land use pattern that strives to place more growth in and around existing developed areas. Optimizing the existing system makes it possible to squeeze more efficiency out of the existing bicycle, pedestrian, road and transit systems.

#### (1) Road Maintenance & Safety

In support of improved conservation of the existing road network, the MTP 2035 includes an investment of \$12.4 billion towards road maintenance, rehabilitation and safety projects, providing an increase of 17 percent from 2006 MTP levels.

The MTP 2035 also supports improving roads and intersections to accommodate all types of travel more safely. These investments are particularly important to avoid friction between more travel modes as the region. There will be more bicycle and pedestrian activity along corridors that were once just for auto and truck traffic. The 17% increase in funding from The MTP 2035 allows more investment in areas that include:

- Safer rail grade crossings and street safety measures such as left-turn lanes at intersections, improved lighting and signage, special paving, and median strips, particularly where there are high numbers of automobile or pedestrian accidents;
- Guardrails and improved shoulders along critical sections of freeways and highways, along with special paving (e.g. diamond grooving, reflectors, skid-reducing material) and lighting along specific road segments.

#### (2) Programs and Planning

Supportive transportation programs also help conserve and optimize the existing system to support more compact, mixed-use land uses that generate shorter trips. In support of this, the MTP 2035 provides \$2.3 billion in funding for supplementary programs and planning efforts, an increase of 35 percent from the 2006 MTP levels. Investment areas include the following:

- Community Design: Seed funding to encourage smart-growth development projects complementary to The MTP 2035 that may otherwise not happen. The program has been expanded to allow greater regional coverage and support for projects from the MTP 2035ning phase through implementation. The increased funding can also go towards supporting investments that improve the quality of life for infill areas. Increased funding will allow for more transportation-related investments, including soundwalls, traffic calming, and streetscaping features that can make a corridor or intersection more attractive while also improving its safety and operation.
- Air Quality Improvement Programs: Funding includes extension of the SECAT program for replacing or retrofitting diesel engines and trucks, and Spare the Air programs to reduce vehicle-miles-traveled on bad air days.

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- Intelligent Transportation System (ITS): Funding reserved for implementation of the regional ITS Strategic Deployment Plan, which includes automated message signs, crosswalk signals with pedestrian countdown timers, real-time transit message signs, and transit signal priority for buses. These investments also include Smart Corridors, including Sunrise and Hazel Avenues in Sacramento, where near-term ITS strategies are planned by local agencies, and expansion of Traffic Operations Centers.
- Travel Demand Management: Increased initiatives to help people find travel alternatives to driving alone.

### 3. *System Expansion and Smart Land Uses*

Though the MTP 2035, priority is on conserving and optimizing the existing transportation system, strategic transportation system expansions are also necessary for the region to serve the smarter land uses and accommodate the projected 1.2 million increase in population by 2035. Expanding travel choices so that future residents have alternatives to driving alone is a primary focus.

#### a. *Bicycle and Pedestrian Investments*

The Plan increases the investment in bicycle and pedestrian facilities by 56 percent. In addition to the \$1.4 billion in direct investments for bicycle and pedestrian facilities, 27 percent of all road investments in the project list include bicycle and pedestrian components. Policies and investments that support smarter land uses include:

- Support for “Complete Streets” concept, where the right-of-way is designed for many types of user’s modes of travel together, including pedestrian, bicyclists and transit as well as automobiles.
- Sidewalk network extensions in urban neighborhoods with segments widened where needed along with complementary pedestrian bridges and pedestrian intersection improvements that include Americans with Disabilities Act (ADA)-compatible ramps, bulb-outs and special crossing signals.
- Bike lanes on more neighborhood and major streets and multi-use bike/pedestrian trails (off-street, grade-separated) the offer residents the opportunity to make utilitarian and leisure trips separated from vehicular traffic.
- Bike facilities (racks, lockers, bathrooms) at major transit stops/hubs [light rail, bus rapid transit (BRT), etc.] and at key activity centers (downtown Sacramento, shopping malls, large office complexes, etc.)

#### b. *Public Transit Investments*

The MTP 2035 provides \$14.3 billion in transit capital and operating investment, a 21 percent higher investment in transit than the 2006 MTP contained. The MTP 2035 proposes to invest the maximum feasible share of the region’s flexible capital funding into transit expansion, commensurate with funding to operate and need for road capacity for transit to run on. This investment approximately triples the amount of transit available in 2035 compared to today;

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there are no funds available to operate more service beyond that level, and as noted above, some flexible funds must be invested in road improvements so that transit can move effectively through areas of congested traffic.

The increase in transit funding allows more widespread and frequent bus service on arterial streets along with new services and strategic rail investments. The investments include:

- More buses running on alternative fuels;
- Increased transit options in local areas to better match transit type to the density of development and related demand for service. Options range from increasing the amount of service on existing fixed route and express bus lines, to introducing new services including BRT and neighborhood shuttles.
- More frequent transit service with greater regional coverage, with 15-minute or less service on many corridors. The MTP 2035 calls for 21 percent of all transit services (bus and rail) to operate 15 minute or better service by 2035, versus 6 percent of services today.
- Operational improvements to improve rail service frequencies and strategic expansion of rail where it can be cost effective, considering surrounding housing and employment densities, and introduction of streetcars in Rancho Cordova and between downtown Sacramento and West Sacramento where projected infill development will be great enough to support rail investments.

### *c. Road Capacity Investments*

At 2%, the increase in the MTP 2035's investment towards road capacity is the smallest increase of all categories. The result of this funding shift away from roads is more investment in alternative forms of transportation to serve the shorter trips from Blueprint land uses. This includes increases in transit, bicycling, pedestrian and supportive programs.

The focus of the road capacity investments is to provide good access to infill development areas, support bus transit, and confine congestion to peak commute hours (a standard condition for robust urban economies nationwide). The MTP 2035 assumes that the Sacramento region is unlikely to support significant freeway widening or new freeways, so it must conserve a portion of existing freeway capacity for trucking and interregional travel by providing alternatives for regional and local travel.

It is important to note that road capacity investments also support the transit investments previously described. Most transit service is negatively, not positively, affected by road congestion. Congestion hurts the attractiveness of driving, but not in relation to taking the bus. If the region wants bus service to work, then the buses are going to require functional roadways.

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The MTP 2035 invests \$11 billion in roads to accommodate projected growth. The investment emphasis is on grids of new and improved arterial streets with pedestrian features rather than extensive freeway expansions.

- The vast majority (89 percent) of new roadway lane miles in MTP2035 are on surface streets, not freeways. The road expansions are within the urbanized footprint and include focused investments along certain corridors designed to provide optimum amounts of needed capacity (i.e. not too much capacity), including the Elk Grove-Rancho Cordova-El Dorado Connector (Grant Line Road) in southeast Sacramento County and the Placer Parkway in Placer County.
- Added freeway lane miles account for only 11 percent of the total in new roadway capacity. Of the added freeway lane miles, 75 percent of these lanes are carpool, auxiliary lanes, new ramps or widened ramps. Only 25 percent are added mainline, mixed-flow lanes.
- The MTP 2035 adds carpool lanes and auxiliary lanes in many interior areas of the freeway system, particularly serving suburban job centers, where it will take time to build up employment densities to the point that transit becomes a serious option for commuting. The MTP2035 includes carpool lanes only as far east as Enterprise Boulevard on Interstate 80/U.S. Highway 50 in Yolo County, as far north as State Route 99/70 on Interstate 5, as far north as Elkhorn Boulevard on State Route 99/70, as far north as Blue Oaks Boulevard on State Route 65, and as far east as Shingle Springs Rancheria on U.S. Highway 50, with some auxiliary lanes beyond those limits, based on funding availability and cost effective performance. Increased frequency of express bus services along these corridors is included to maximize the capacity of the carpool lanes and to give transit a travel-time advantage.
- The MTP 2035 also focuses on accommodating trucks on the highway system, to the greatest extent possible. Reducing overall congestion is important to trucks, as they represent the equivalent of 2 to 4 automobiles in stop-and-go traffic. Goods movement is most benefited by the MTP's strategic investments in new freeway lanes, new roadways connecting activity centers and geometrically improved interchanges, since most trucking prefers to use freeways whenever reasonable.
- Unspecified Operations Funding – With the recognition that there are challenges for circulation of autos, transit, trucks, and pedestrians, the MTP2035 provides lump-sum funding for critical areas that include the Capital City Freeway near Cal Expo, traffic on State Routes 70 and 20 through Marysville, and downtown Sacramento.

### *d. River Crossing Investments*

The MTP 2035 includes over \$500 million in investments for the development of more road and transit capacity across the American, Sacramento, and Feather rivers, with local cross-river transit routes and a minimum number of new bridges. The bridges included in the MTP 2035 are in the existing urbanized area versus on the urban edge where they might facilitate outward growth. The MTP 2035 investments include:

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- Improved river access across the American and Sacramento rivers into downtown Sacramento – New bridges at Truxel Road across the American River and across the Sacramento River to provide access into downtown Sacramento where there will be a large increase in jobs and residents by 2035.
- Feather River crossing at Yuba City – Two 6-lane bridges, at 5th Street and 10th Street, with redesigned approaches and distribution on both ends, to link Yuba City and Marysville effectively and avoid the high cost of a third bridge in a “greenfields” location.

### **4. *Phasing of Transportation Investments to Realize Benefits***

Implementation of a long-range MTP is carried out gradually through shorter-term decisions, which assign state or federal funds to specific projects, in periodic funding or programming cycles. The MTP 2035 must spread projects through all 28 years covered by the MTP 2035, to match the flow of revenues. The schedule for the draft project list was completed to meet the following objectives:

- Balance revenues and expenditures over the 28 year planning period – Projects must be scheduled to match the pace at which revenues are available to pay for them, proportionally over 28 years, which limits the number of projects that can be planned for any given year and forces decisions about relative priority; this test is called financial constraint;
- Phases projects to relate to development phasing – The project list is scheduled to be linked to be in line with the location and pace of growth, both infill investments in the urban core and “greenfields” developments that are more focused on compact, mixed-use development than before the MTP2035; and
- Support attainment of air quality standards – The projects in the early years of the MTP 2035, before 2018, were selected in significant part to make as much progress towards attaining federal clean air act standards as soon as feasible.

### **5. *Superior Plan Performance Measures***

Because the MTP2035 is a long-range transportation plan, the degree to which it enhances the performance of the region’s transportation system over time is a key measure of success. Through the course of the entire MTP process, the performance focus has been on a set of four critical indicators:

- Vehicle Miles Traveled (VMT) on the region’s roadways
- The level of congestion and delay for all travelers, but especially roadway congestion
- Transit ridership and the share of trips made by transit modes
- Travel by non-motorized travel modes (bike and walk) and the share of trips made by those modes.

In part, the focus on these indicators began with the adoption of the Metropolitan Transportation Plan for 2025 (MTP2025) in July 2002. Although adopted unanimously by the SACOG Board, the Board was extremely concerned about several worrisome projections presented in that plan:

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- VMT growth continuing to outstrip population growth. The plan was based on a projected population growth of 49 percent between 2000 and 2025, but VMT was projected to grow by about 65 percent over the same period. This meant that the average household needed to drive 8 percent more vehicle miles in order to live, work and play in the Sacramento region. Given the air quality problems in the region, and the strong relationship between vehicle emissions and VMT, this trend was a great concern.
- Roadway congestion growth far in excess of growth in VMT. Even with all of the investments in the MTP2025, roadway congestion experienced by the average household was expected to increase by 58 percent. Total region-wide VMT on heavily congested roadways was expected to increase by 230 percent.
- Transit ridership increases, but not by much. The region-wide transit mode share was projected to increase from 1.0 to 1.2 percent of all trips, even with a large increase in transit service.
- Loss in non-motorized mode share. The percentage of trips made by bike and walk modes was projected to decrease from 6.9 percent to 6.6 percent.

The level of concern about these projections was one of the reasons for the initiation of the Blueprint process. The Board hoped that a more comprehensive vision of land use and transportation viewed as an inter-related system would result in better region-wide performance. This section of the MTP provides an accounting of the progress made in addressing these concerns and reversing these trends.

### **6. VMT and MTP 2035**

#### *a. Reduction in Daily VMT*

Daily VMT in the SACOG region is projected to grow from 55 million in 2005 to about 85 million in 2035. This represents an increase of about 53 percent over that time period. The projected increase in dwelling units over the same time period is 60 percent.

The VMT growth rate through 2035 is projected to decrease from the historic growth rate of 2.5 percent per year to 1.4 percent per year. Moreover, the VMT growth rate is projected to be lower than the population growth rate of 1.6 percent. This represents a major reversal of the historic trend in VMT and population growth in the region.

#### *b. Reduction in Household VMT*

Other dimensions of VMT growth and change have been the focus of analysis and public discussion throughout the MTP. One such VMT measure is household VMT. Household is VMT defined as all of the VMT generated by residents of households in the SACOG region in the course of their daily activities. Household VMT is a subset of total VMT, and excludes VMT generated by commercial vehicles (e.g. trucks, delivery vans, construction vehicles, etc.), and VMT generated by “external travelers” (i.e. travelers passing through the region, or travel to the SACOG region by residents of other regions).

One reason household VMT is of such interest is that it is believed to be more responsive to both land use changes and transportation system changes than are commercial vehicles or external

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travelers. Commercial vehicles and external travel are influenced by factors outside of the SACOG region, such as national trends and markets for goods movement, growth and development in neighboring regions, etc. Household VMT is a measure that focuses more on factors that can be controlled within the SACOG region.

Average household VMT (i.e., the household VMT divided by the number of household) is projected to decrease from its 2005 average of 51.7 miles to about 46.3 to 48.7 miles for MTP 2035, a decrease of 6 to 10 percent.

### *c. Reduction in Congested VMT*

Congested VMT was estimated to increase from 3.4 million daily miles in 2005 to 7.8 million in 2035 with MTP 2035. This is a total increase of 127 percent, and an average annual increase of 2.8 percent over the same time period. This increase is significantly higher than the growth in VMT (1.4 percent) or in population growth (1.6 percent) in the region.

The growth rate in congested travel, however, is considerably reduced over the course of the planning period. The historic growth rate is approximately 5 percent per year. This rate decreases marginally to 4.5 percent in the early years of the planning period (2005 to 2018), and drops dramatically to 1.5 percent per year in the later years of the planning period (2018 to 2035).

## **7. Increased Transit and Non-Motorized Travel**

Travel by transit with the MTP 2035 shows a remarkable increase over the planning period. Total transit trips more than triple from 101,000 trips per day in 2005 to 326,000 in 2035. The transit mode share increases from 1.2 to 2.4 percent. Annual growth in transit trips over the planning period is 4.0 percent per year, more than two times the population growth rate.

The growth share in commute transit trips (i.e. the mode share for change in trips between 2005 and 2035) is 7.7 percent for the MTP. In other words, 7.7 percent of new commute trips are by transit based on the MTP.

Non-motorized trips increase from 617,000 per day in 2005 to 1,132,000 in 2035, an increase of 83 percent over the planning period. Total non-motorized mode increases from 7.4 percent to 8.3 percent in the same period. More importantly, the decline in non-motorized mode share is reversed over the planning period.

Transit trips per household more than doubles from 0.13 trips per household per day in 2005, to 0.26 to 0.27 trips with MTP 2035. Non-motorized trips per household increase from 0.78 trips per household per day in 2005 to 0.90 to 0.98 trips per household per day with MTP2035.

Combined transit and non-motorized trips per household per day increase from 0.91 in 2005 to 1.15 with MTP2035, an increase of 27 to 37 percent.

The number of transit boardings per service hour is a key transit productivity measure. For MTP2035, overall transit productivity increases from 34 boardings per service hour in 2005, to 46 in 2035, an increase of 35 percent, which in turn increases fare revenues per transit vehicle.

## **MTP 2035: Findings of Fact & Statement of Overriding Considerations**

*Finding: For the reasons stated above, SACOG hereby finds that the benefits of the Proposed Plan Option outweigh the unavoidable significant adverse environmental impacts identified in the EIR for the MTP 2035.*

### **V. STATEMENT ON LOCATION AND CUSTODIAN OF DOCUMENTS**

The documents and other materials constituting SACOG's record of proceedings related to the MTP 2035 EIR can be found at SACOG's office: 1415 L Street, Suite 300, Sacramento, CA 95814. The custodian of the documents and other materials is Matthew Carpenter. This information is provided in compliance with Public Resources Code section 21081.6, subdivision (a)(2), and CEQA Guidelines section 15091, subdivision (e).

### **VI. MITIGATION MONITORING PROGRAM**

#### **Statutory Requirement**

Section 21081.6 of the Public Resources Code requires a lead agency that approves or carries out a project, where an EIR has identified significant environmental effects, to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval in order to mitigate or avoid significant effects on the environment. In accordance with these requirements, SACOG adopts the following mitigation monitoring program for the MTP.

SACOG will regularly review and update the MTP, as appropriate. These updates involve a determination of regional transportation and air quality impacts and require air quality conformity pursuant to the federal Clean Air Act.

In addition to the mitigation measures listed below, the EIR contains proposed mitigation measures that may be adopted by the implementing agency during project-level review. All mitigation measures shall be included in project-level analysis as appropriate. The project proponent or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction. Adoption of this Mitigation Monitoring and Reporting Program does not constitute the approval of any project.

#### **Administration of the Mitigation Monitoring Program**

Mitigation Measures listed in this Mitigation Monitoring Program will be implemented by one or more responsible, or implementing, agencies when those agencies undertake individual transportation projects identified in the MTP 2035.

The Mitigation Monitoring Program matrix consists of the following components:

- Mitigation measures contained in the Final EIR.
- Identification of Responsible Party.

## **MTP 2035: Findings of Fact & Statement of Overriding Considerations**

- Description of mitigation measure timing.
- Identification of monitoring agency.

**MTP 2035: Findings of Fact & Statement of Overriding Considerations**

**Mitigation Monitoring Plan**

<b>Mitigation Measure</b>	<b>Responsible Party</b>	<b>Time Frame for Implementation</b>	<b>Monitoring Agency</b>
Mitigation Measure AG - 1: Develop Rural-Urban Connections Strategy and Create Best Practices Toolkit	SACOG	Within 3 years	SACOG
Mitigation Measure ENE – 1: Incentives for Energy Conservation Practices.	SACOG	Within 4 years	SACOG
Mitigation Measure ENE – 6: Develop Regional Climate Change Action Plan	SACOG	Within 4 years	SACOG
Mitigation Measure ENE – 7: Create Alternative Fuel Vehicle and Infrastructure Toolkit for Local Governments	SACOG	Within 3 years	SACOG
Mitigation Measure ENE – 8: Adopt Transportation Pricing Policy	SACOG	Within 3 years	SACOG
Mitigation Measure ENE – 9: Create Public Education Program on Individual Transportation Behavior and Climate Change	SACOG	Within 2 years	SACOG
Mitigation Measure ENE – 10: Provide Funding for Workshop on Global Climate Change for Local Government Officials and Create GHG Emissions Reduction Strategies Toolkit	SACOG	Within 2 years	SACOG
Mitigation Measure ENE – 11: Adopt Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes	SACOG	Within 3 years	SACOG
Mitigation Measure ENE – 12: Adopt Safe Routes to School Policy and Implement Pilot Program and Conduct Workshop with Cities, Counties and School Districts to Identify other Opportunities for Collaboration that may reduce Greenhouse Emissions	SACOG	Within 3 years	SACOG
Mitigation Measure ENE – 13: Enhance I-PLACE3S Model to Assess Greenhouse Gas Impacts and Opportunities for Small-Scale Power Generation	SACOG	Within 2 years	SACOG
Mitigation Measure ENE – 14: Establish a baseline for SACOG’s own GHG Impacts	SACOG	Within 1 year	SACOG
Mitigation Measure ENE – 15: Adopt a “Complete Streets” Policy	SACOG	Within 2 year	SACOG
Mitigation Measure ENE – 16: Recommend Draft Transportation Control Measures to Comply with the Federal Clean Act in order to Reduce GHG Emissions	SACOG	Within 1 year	SACOG
Mitigation Measure HAZ-3: Ensure Compliance with Emergency Response and Evacuation Plans	SACOG	Ongoing – occurs at the project level	SACOG
Mitigation Measure HAZ-6: Implement Measures to Maintain Water Quality after Construction	SACOG	Ongoing – occurs at the project level	SACOG
Mitigation Measure LU - 2: Initiate a “Complete Streets” Technical Assistance Program	SACOG	Within 2 years	SACOG
Mitigation Measure LU-6: Continue to Implement the Sacramento Region’s Blueprint growth strategy through the Community Design Grant Program and other Implementation Programs	SACOG	Ongoing – occurs at the project level	SACOG



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS**

**RESOLUTION NO. 29 – 2008**

**CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE METROPOLITAN TRANSPORTATION PLAN 2035 AND ADOPTING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING PLAN**

**WHEREAS**, the Sacramento Area Council of Governments (SACOG), as the lead agency, has completed a Final Environmental Impact Report (EIR) for the Metropolitan Transportation Plan 2035 (MTP 2035);

**WHEREAS**, Section 15090 of the State CEQA Guidelines indicates that lead agencies shall certify that the decision-making body of the lead agency has reviewed and considered the information presented in the Final EIR prior to approving the project;

**WHEREAS**, Section 15090 further states that the lead agency shall certify that the Final EIR has been completed in compliance with the California Environmental Quality Act;

**WHEREAS**, Section 15090 further states that lead agencies shall certify that the Final EIR reflects the lead agency's independent judgment and analysis;

**WHEREAS**, Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require public agencies to adopt findings of fact for each of the significant effects of a project and recommended mitigation measures identified in the Final EIR;

**WHEREAS**, Section 15093 of the CEQA Guidelines indicates that the lead agency shall prepare a statement of overriding considerations when the significant adverse environmental effects cannot be substantially mitigated; and

**WHEREAS**, Section 21081.6 of the California Public Resources Code requires public agencies to adopt monitoring and reporting programs when changes or alterations have been required in, or incorporated into, the project which avoid, or substantially lessen the significant environmental effects of the project;

**NOW, THEREFORE, BE IT RESOLVED**, that the Sacramento Area Council of Governments hereby certifies that it has reviewed the information provided in the Final EIR prior to adoption of the MTP 2035;

**BE IT FURTHER RESOLVED**, that the SACOG Board of Directors certifies that the Final EIR was completed in compliance with the California Environmental Quality Act and is therefore adequate;

**BE IT FURTHER RESOLVED**, that the SACOG Board of Directors certifies that the Final EIR was presented to it, as the decision-making body of SACOG, and the Board of Directors reviewed and considered the information in the Final EIR;

**BE IT FURTHER RESOLVED**, that the SACOG Board of Directors certifies that the Final EIR reflects SACOG’s independent judgment and analysis;

**BE IT FURTHER RESOLVED**, that, in connection with the Final EIR, the SACOG Board of Directors adopts findings of fact and a statement of overriding considerations as outlined in the attached document, “Findings of Fact and Statement of Overriding Considerations Pursuant to Section 21081 of the Public Resources Code and Sections 15091 and 15093 of the State CEQA Guidelines and Mitigation Monitoring Plan;”

**BE IT FURTHER RESOLVED**, that the SACOG Board of Directors finds that certain recommended mitigation measures identified in the Final EIR are within the responsibility and jurisdiction of other public agencies and not SACOG, and that such changes have been or should be adopted by such other agencies; and

**BE IT FURTHER RESOLVED**, that the SACOG Board of Directors finds that in order to ensure that mitigation measures identified in the Final EIR are implemented, SACOG adopts a mitigation monitoring plan, which is included in the document attached document entitled “Findings of Fact and Statement of Overriding Considerations Pursuant to Section 21081 of the Public Resources Code and Sections 15091 and 15093 of the State CEQA Guidelines and Mitigation Monitoring Plan.”

**PASSED AND ADOPTED**, this 20th day of March 2008, by the following vote of the SACOG Board of Directors:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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TOM COSGROVE  
Chair

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MIKE MCKEEVER  
Executive Director