

ES—Executive Summary

ES.1 Project Under Review

This Draft EIR evaluates the environmental impacts related to the adoption and implementation of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (proposed MTP/SCS) for the Sacramento Area Council of Governments (SACOG) region.

The Metropolitan Transportation Plan (MTP) is a long-range comprehensive plan for the region's multi-modal transportation system and preparing the MTP is one of SACOG's primary statutory responsibilities under federal and state law. An MTP, also referred to in other regions as a Regional Transportation Plan (RTP) or Long-Range Transportation Plan (LRTP), is the mechanism used in California by both Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to conduct long-range (at least 20-year) transportation planning in their regions. SACOG must adopt a MTP and update it every four years, or more frequently, if the region is to receive federal or state transportation dollars for public transit, street/road, bicycle, and pedestrian improvements.

In 2012, SACOG adopted the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (2012 MTP/SCS), a long-range plan for transportation in the region as informed by the Sacramento Region Blueprint (Blueprint). The 2012 MTP/SCS was the first MTP to be adopted in compliance with the Sustainable Communities and Climate Protection Act (Senate Bill 375, or SB 375), which requires MPOs to include a Sustainable Communities Strategy (SCS) element in their MTP updates. The SCS is aligned in purpose with the Sacramento region's smart land use Blueprint, and the MTP is intended to implement the Blueprint. The MTP/SCS was last updated in 2016.

The plan area for the proposed MTP/SCS includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties, exclusive of the Tahoe Basin. Located in the north San Joaquin Valley in Central California, the plan area encompasses 3,863,373 acres (6,036 square miles). The plan area contains 686,847 acres of developed land (as of 2016). To accommodate a projected increase of approximately 620,500 people, 260,000 new housing units and 270,000 new employees in the region through the year 2040, the proposed MTP/SCS projects the development of an additional 40,633 acres of land.

The proposed MTP/SCS includes programmed capital and operational improvements to the regional transportation system including road, bicycle, pedestrian, and transit projects. The plan also includes maintenance and rehabilitation activities to preserve the existing and expanded transportation system through 2040. Funding to support the transportation investments in the proposed MTP/SCS comes from a number of federal, state, and local sources, each with specific purposes and restrictions. In total, SACOG forecasts \$34.9 billion in revenues over the planning period.

The transportation projects contained in the proposed MTP/SCS are matched to the available revenues for the planning period. The general level, type, and extent of investments covered by the plan are described in more detail below.

- \$12.6 billion goes to road and highway maintenance and rehabilitation, including routine maintenance, major reconstructions, and various safety improvements.
- \$10.1 billion goes to transit investments, including rail extensions and a 100 percent increase in vehicle service hours. An estimated \$3.1 billion (\$billion YOY) in capital investments support the additional \$7.0 billion needed to operate these transit services.
- \$6.8 billion goes to road and highway capital improvements, including road widening in growth areas, carpool lanes on highways, and new connections for local access.
- \$2.5 billion goes to bicycle and pedestrian improvements, including bicycle trails, sidewalks, ADA retrofits, and supporting facilities. In addition, an estimated 8 percent of the road capital projects have a bicycle or pedestrian feature that is not included separately in the bicycle and pedestrian improvement allocation.
- \$3.1 billion goes to programs, system management and operations, including intersection improvements, safety projects, signal timing, freeway operational improvements, community design incentives, travel demand management (including the rideshare program), clean air, open space, technology deployment, and enhanced programs.

The proposed MTP/SCS is organized into the following chapters:

Chapter 1 –The Promise and Peril of 2040 provides regional context and describes the future envisioned by the plan.

Chapter 2 – What is the Metropolitan Transportation Plan/Sustainable Communities Strategy describes the major phases of the planning process and overall requirements for the plan.

Chapter 3 – The Sacramento region in the year 2040 highlights the regional population, housing, and employment projections, describes the plan’s objectives and outcomes for 2040, implementation challenges and obstacles, and describes the revenue forecast supporting transportation investments in the plan.

Chapter 4 – Policy and Implementing Actions describes the policies and implementation actions that support plan implementation.

ES.2 Areas of Controversy

CEQA Guidelines section 15123(b)(2) requires that an EIR contain a summary discussion of areas of controversy known to the lead agency (SACOG), including issues raised by agencies and the public. SACOG initiated the EIR scoping process on April 25, 2019, with circulation of a Notice of Preparation (NOP) through the State Clearinghouse (SCH No. 2019049139) distributed to public agencies and regional stakeholders considered likely to be interested in the plan and its potential impacts. SACOG conducted an MTP/SCS EIR public scoping workshop on May 9, 2019. Comments were encouraged in person, via email, phone, facsimile, or U.S. mail. Issues and areas of controversy raised during the NOP comment period are categorized below. A copy of the NOP and comments received is provided in Appendix PD-1. The topics listed below represent possible areas of controversy based on issues raised by individual commenters.

Proposed MTP/SCS-Specific Concerns:

- Compliance with SB 375 GHG reduction targets;
- Proportion of funding allocated to new roadway capacity;
- Level of funding allocated to transit operations and active transportation;
- Level of funding for transit operations in early phases;
- Transportation and transit improvements in Placer County;
- Challenges in implementing the proposed MTP/SCS;
- Growth allowed outside of existing “Established Communities”;
- Growth allowed outside of planned areas in Yolo County;
- Potential gentrification and displacement effects of compact growth patterns and infill development;
- Alignment of local growth and proposed SCS land use pattern;
- Incentives for “SCS compliance”;
- Relationship between vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) emissions; and
- Optimal number of lanes for Managed Lanes projects for purposes of assessing VMT reductions.

Environmental Impact Area Concerns:

- Consistency with the Delta Protection Commission’s Land Use Resource Management Plan;
- Surface and groundwater quality and supplies;
- Loss of agricultural and habitat lands;
- VMT impacts, including impacts from “induced VMT”;
- Air quality including construction, toxic air contaminants, and connection of impacts to likely health consequences;
- Demand for electricity and impacts to electrical infrastructure;
- Impacts from anticipated growth under University of California Davis campus’ Long-Range Development Plans;
- GHG emissions and climate change;
- Cultural and tribal cultural resources;
- Wildfire; and
- Growth inducement.

ES.3 Issues to be Resolved

CEQA Guidelines section 15123(b)(3) requires that an EIR contain a discussion of issues to be resolved. Issues to be resolved in this EIR include choosing among alternatives and the proposed MTP/SCS and how to mitigate significant environmental impacts identified in this EIR. When approving the proposed MTP/SCS, the SACOG Board must decide whether the benefits of the proposed MTP/SCS override those environmental impacts that cannot be feasibly avoided or substantially reduced. If so, the SACOG Board would adopt a Statement of Overriding Considerations.

ES.4 Summary of Plan Consistency

Section 15125(d) of the CEQA Guidelines requires the EIR to discuss “any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans.” The proposed MTP/SCS serves as, among other things, a regional transportation plan, regional housing allocation plan, and regional land use strategy. As a regional planning tool, the MTP/SCS is not required to be consistent with local general plans or specific plans; rather, local land use decisions must be examined by local lead agencies for such consistency, and for purposes of project-specific CEQA analysis and streamlining will also be examined for consistency with the adopted MTP/SCS. Other regional plans include air quality attainment plans, area-wide waste treatment and water quality control plans, plans for the reduction of GHG emissions, habitat conservation plans, natural community conservation plans, and Delta plans. Inconsistencies with other regional plans are discussed throughout this Draft EIR in Chapters 3 – 17.

ES.5 Summary of Impacts

This summary provides an overview of the analysis contained in Chapters 3 through 17 and 19 of this EIR including: impacts found not to be significant; impacts found to be significant; mitigation measures that would avoid or reduce significant impacts; and impacts found to be significant and unavoidable. A summary of all impacts is provided in Table ES.1.

ES.5.1 Impacts Found Not to be Significant

Section 15128 of the CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons why various possibly significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. This EIR addresses the full scope of possible environmental impacts in detail. Please see Chapters 3 through 17 and 19. Pursuant to Section 15060(d) of the CEQA Guidelines, no Initial Study was prepared for the proposed MTP/SCS.

ES.5.2 Impacts Found to be Significant

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as a substantial, or potentially substantial, adverse change in any physical conditions within the area affected by the project. These physical areas include land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Adoption and implementation of the proposed MTP/SCS has been determined to result in significant effects in several impact areas as described in Chapters 3 through 17 and 19.

ES.5.3 Mitigation Measures That Would Avoid or Reduce Significant Impacts

Section 15370 of the CEQA Guidelines defines mitigation as: avoiding the impact, minimizing the impact, rectifying the impact, reducing or eliminating the impact, and/or compensating for the impact. Chapters 3 through 17 and 19 of this EIR identify mitigation measures that could be implemented to reduce or avoid identified impacts.

ES.5.4 Impacts Found to be Significant and Unavoidable

Under CEQA, a significant and unavoidable effect of the project is one that would cause a substantial adverse effect on the environment and for which no mitigation is available to reduce the impact to a less than significant level if the project is approved. Chapters 3 through 17 and 19 of this EIR identify impacts that would remain significant (and would therefore be unavoidable) even after implementation of feasible mitigation measures, if any.

ES.6 Summary of Alternatives

Chapter 18 contains a comparative analysis of the alternatives listed below. Table 18.3 in Chapter 18 provides a comparative summary of impacts of each of these alternatives.

No Project Alternative

Alternative 1: Outward Expansion

Alternative 2: Increased Infill

Alternative 3: All Infill Development

ES.7 Cumulative Impacts

The cumulative impact analysis is provided in Chapter 19: Other CEQA Considerations. Table ES.1 summarizes cumulative impacts.

ES.8 Summary Table

The following table (Table ES.1: Summary of Impacts) has been organized to correspond with environmental issues discussed in Chapters 3 through 17 and 19 of this EIR. Each row addresses a separate impact from Chapters 3 through 17 and 19. The first column provides the impact number and the full text of the impact statement. The impact number contains an alpha-coded prefix that indicates the topical area. For example, AES is used for Aesthetics. The second column differentiates between land use impacts and transportation impacts.

The next nine columns reflect the conclusion of the impact analysis for each of the identified geographies. A coding system is utilized comprised of solid, half, and hollow circles to represent the following:

○ = **LS** (Less than significant. No mitigation required.)

◐ = **PS/LS/SU** (Less than significant after mitigation but identified as significant and unavoidable because SACOG cannot compel implementation.)

● = **PS/SU/SU** (May be significant and unavoidable after mitigation is implemented; however, the project-specific impacts are unknown without analysis at the project level.)

◐ = **PS/SU** (Significant and unavoidable after mitigation is implemented or mitigation is not known.)

The last column identifies each mitigation measure by number and summarizes the mitigation measures.

Table ES.1 Summary of Impacts

REG: Regional CCC: Center and Corridor Communities EC: Established Communities DC: Developing Communities RRC: Rural Residential Communities LNID: Lands Not Identified for Development PLA: Placer County HFTA SAC: Sacramento County HFTA YOL: Yolo County HFTA		<input type="radio"/>	Less than Significant; No mitigation required									
		<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
		<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
		<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
		A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL			
AESTHETICS												
IMPACT AES-1: HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-1: Protect public views of important scenic vistas, scenic resources along state scenic highways, and visual character and quality.	
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-2: Design river crossings to minimize aesthetic and visual impacts to the greatest feasible extent.	
IMPACT AES-2: SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS ALONG A STATE SCENIC HIGHWAY.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-3: Implement Mitigation Measures AES-1.	
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
IMPACT AES-3: IN NON-URBANIZED AREAS, SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS? (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM PUBLICLY ACCESSIBLE VANTAGE POINTS.) IF THE PROJECT IS IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-4: Design projects to be visually compatible with surrounding areas.	
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
IMPACT AES-4: CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-5: Reduce sun glare resulting from implementation of planned transportation improvements.	
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-6: Design structures to avoid or reduce impacts resulting from glare. Mitigation Measure AES-7: Design lighting to minimize light trespass and glare.	

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	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
IMPACT AES-5: CAST SHADOW IN SUCH A WAY AS TO CAUSE A PUBLIC HAZARD OR SUBSTANTIALLY DEGRADE THE EXISTING VISUAL/AESTHETIC CHARACTER OR QUALITY OF A SITE OR PLACE FOR A SUSTAINED PERIOD OF TIME.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT AES-6: RESULT IN CONSTRUCTION IMPACTS THAT WOULD SUBSTANTIALLY ADVERSELY AFFECT A SCENIC VISTA, SUBSTANTIALLY DAMAGE SCENIC RESOURCES ALONG A STATE SCENIC HIGHWAY, SUBSTANTIALLY DEGRADE VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS IN NON-URBAN AREAS OR CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY IN URBANIZED AREAS, CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT AND GLARE WITH ADVERSE EFFECTS ON VIEWS, OR CAST SHADOWS THAT CAUSE A PUBLIC HAZARD OR SUBSTANTIALLY DEGRADE THE EXISTING VISUAL/AESTHETIC CHARACTER.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-8: Reduce the visibility of construction-related activities. Mitigation Measure AES-9: Re-vegetate exposed earth surfaces. Mitigation Measure AES-10: Minimize contrasts between the project and surrounding areas. Mitigation Measure AES-11: Replace and renew landscaping along roadway corridors and development sites. Mitigation Measure AES-12: Implement Mitigation Measure AES-4
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
AGRICULTURE AND FORESTRY RESOURCES											
IMPACT AG-1: CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FMMP OF THE DOC, TO NON-AGRICULTURAL USE.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AG-1: Mitigate for loss of farmland.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
IMPACT AG-2: CONFLICT WITH EXISTING ZONING OR GENERAL PLAN LAND USE DESIGNATIONS FOR AGRICULTURAL USE, OR WITH A WILLIAMSON ACT CONTRACT.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AG-2: Implement Mitigation Measure AG-1 Mitigation Measure AG-3: Design proposed projects to avoid or minimize, to the greatest extent feasible, conflicts and inconsistencies with land protected by agricultural zoning or a Williamson Act contract, taking into account the terms of the applicable zoning and/or contract.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	

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	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
IMPACT AG-3: CONFLICT WITH EXISTING ZONING OR LAND USE DESIGNATION FOR, OR CAUSE REZONING OF, FOREST LAND, TIMBERLAND, OR TIMBERLAND ZONED TIMBERLAND PRODUCTION.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AG-4: Mitigate for loss of forest land or timberland.
	Transpo.	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT AG-4: INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT, WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE.	Land Use	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AG-5: Minimize conversion of farmland to non-agricultural use. Mitigation Measure AG-6: Inventory innovative ideas and best practices from the RUCS toolkit, EPA, and USDA Supporting Sustainable Rural Communities publication, and other sources and implement a locally appropriate strategy to manage growth issues at the rural-urban interface to support the long-term viability of agriculture in the SACOG region.
	Transpo.	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
IMPACT AG-5: RESULT IN THE LOSS OF "FOREST LAND" AS DEFINED IN THE CALIFORNIA FOREST LEGACY ACT OF 2007 (PRC SECTION 12220(G)) OR CONVERSION OF FOREST LAND TO NON-FOREST USE.	Land Use	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AG-7: Implement Mitigation Measure AG-4.
	Transpo.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
IMPACT AG-6: RESULT IN CONSTRUCTION IMPACTS THAT WOULD CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE; CONFLICT WITH EXISTING ZONING OR LAND USE DESIGNATION FOR AGRICULTURAL USE OR A WILLIAMSON ACT CONTRACT; CONFLICT WITH EXISTING ZONING OR LAND USE DESIGNATIONS FOR, OR CAUSE REZONING OF, FOREST LAND, TIMBERLAND, OR TIMBERLAND ZONED TIMBERLAND PRODUCTION; INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE; OR RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND INTO NON-FOREST USE.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AG-8: Minimize construction-related impacts to agricultural and forestry resources.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
AIR QUALITY											
IMPACT AIR-1: CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT AIR-2: EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL TAC CONCENTRATIONS, INCLUDING THOSE FROM CONSTRUCTION OR OPERATIONAL EMISSIONS.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AIR-1: Adhere to CARB Handbook siting guidance to the maximum extent possible and implement best management practices identified by CARB, SMAQMD in the MSAT Protocol Guidance Document, and in EPA's Recommendation for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AIR-2: Implement the strategies contained in the CARB Technical Advisory.

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			<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation							
			<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level							
			<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known							
			A.	B. Localized				C. High Frequency Transit Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT AIR-3: RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AIR-3: Implementing agencies shall require assessment of new and existing odor sources for individual land use projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT AIR-4A: BE INCONSISTENT WITH OR EXCEED APPLICABLE THRESHOLDS OF SIGNIFICANCE ESTABLISHED BY THE LOCAL AIR DISTRICT FOR LONG-TERM OPERATIONAL CRITERIA AIR POLLUTANT EMISSIONS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AIR-4: Implementing agencies shall require recommended applicable mitigation measures as defined by the applicable local air district. Mitigation Measure AIR-5: Implement Mitigation Measure TRN-1.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT AIR-4B: BE INCONSISTENT WITH OR EXCEED APPLICABLE THRESHOLDS OF SIGNIFICANCE ESTABLISHED BY THE LOCAL AIR DISTRICT FOR SHORT-TERM CONSTRUCTION CRITERIA AIR POLLUTANT EMISSIONS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AIR-6: Implementing agencies shall require project applicants to implement applicable, or equivalent, construction mitigation measures as defined by the applicable local air district.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

REG: Regional CCC: Center and Corridor Communities EC: Established Communities DC: Developing Communities RRC: Rural Residential Communities LNID: Lands Not Identified for Development PLA: Placer County HFTA SAC: Sacramento County HFTA YOL: Yolo County HFTA	<input type="radio"/>	Less than Significant; No mitigation required										
	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation										
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level										
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known										
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*		
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL			
BIOLOGICAL RESOURCES												
IMPACT BIO-1: HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS OR BY CDFW OR USFWS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-1a: Conduct a Biological Resources Assessment. Mitigation Measure BIO-1b: Identify Special-Status Plant Species, and Avoid, Minimize, and Mitigate Impacts. Mitigation Measure BIO-1c: Identify Special-Status Wildlife, and Avoid, Minimize, and Mitigate Impacts.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT BIO-2: HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS OR BY CDFW OR USFWS	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-2: Implement Mitigation Measure BIO-1a. Mitigation Measure BIO-3: Avoid, Minimize, and Mitigate Impacts on Sensitive Natural Communities.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT BIO-3: HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, AND COASTAL WETLANDS) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-4: Implement Mitigation Measure BIO-1a. Mitigation Measure BIO-5: Avoid, Minimize, and Mitigate Impacts on Wetland and Other Waters.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT BIO-4: INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-6: Implement Mitigation Measure BIO-1a. Mitigation Measure BIO-7: Avoid, Minimize, and Mitigate Impacts on Wildlife Movement Corridors or Native Wildlife Nursery Sites.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
IMPACT BIO-5: CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-8: Implement Mitigation Measure BIO-1a.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-9: Avoid, Minimize, and Mitigate for Impacts to Protected Trees and Other Biological Resources Protected by Local Ordinances.
IMPACT BIO-6: CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITIES CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-10: Implement Mitigation Measure BIO-1a. Mitigation Measure BIO-11: Implement Mitigation Measure BIO-1b. Mitigation Measure BIO-12: Implement Mitigation Measure BIO-1c.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-13: Implement Mitigation Measure BIO-2. Mitigation Measure BIO-14: Implement Mitigation Measure BIO-3. Mitigation Measure BIO-15: Implement Mitigation Measure BIO-4.
IMPACT BIO-7: SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES; CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS; THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY; OR SUBSTANTIALLY REDUCE THE NUMBER OR RESTRICT THE RANGE OF AN ENDANGERED, RARE, OR THREATENED SPECIES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-16: Implement Mitigation Measure BIO-1a. Mitigation Measure BIO-17: Implement Mitigation Measure BIO-1b. Mitigation Measure BIO-18: Implement Mitigation Measure BIO-1c.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure BIO-19: Implement Mitigation Measure BIO-2. Mitigation Measure BIO-20: Implement Mitigation Measure BIO-3. Mitigation Measure BIO-21: Implement Mitigation Measure BIO-4.

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
CULTURAL AND PALEONTOLOGICAL RESOURCES											
IMPACT CR-1: CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL BUILT ENVIRONMENT RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure CR-1: Conduct project-specific historic built environment resource studies and identify and implement project-specific mitigation.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
IMPACT CR-2: CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure CR-2: Conduct project-specific archaeological resource studies and identify and implement project-specific mitigation. Mitigation Measure CR-3: Reduce visibility or accessibility of historical or unique archaeological resources.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
IMPACT CR-3: DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure CR-4: Conduct project-specific paleontological resource studies and identify and implement mitigation.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
IMPACT CR-4: DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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		<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
		<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
		<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
		A.	B. Localized				C. High Frequency Transit Areas			Mitigation*		
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC		YOL	
IMPACT CR-5: CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE.		Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure CR-5: Conduct project-specific consultation with traditionally and culturally affiliated California Native American tribes to identify tribal cultural resources and implement project-specific mitigation.
		Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
IMPACT CR-6: ELIMINATE IMPORTANT EXAMPLES OF MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY PURSUANT TO CEQA GUIDELINES SECTION 15065(A)(1).		Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure CR-7: Implement Mitigation Measures CR-1 through CR-6.
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
ENERGY AND GLOBAL CLIMATE CHANGE												
IMPACT GHG-1: CONFLICT WITH THE SACOG REGION'S ACHIEVEMENT OF SB 375 GHG EMISSIONS REDUCTION TARGETS.		Land Use	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None required.
		Transpo.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
IMPACT GHG-2: SUBSTANTIALLY INTERFERE WITH ACHIEVEMENT OF THE STATE'S LONG-TERM CLIMATE GOALS. AS SET FORTH IN CARB'S 2017 SCOPING PLAN		Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure GHG-1: Implement Mitigation Measure TRN-1. Mitigation Measure GHG-2: Coordinate and support local agencies within the plan area of the proposed MTP/SCS to reduce regional GHGs from all sectors.
		Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
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	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT GHG-3: CONFLICT WITH APPLICABLE LOCAL GHG REDUCTION PLANS.	Land Use	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None required.
	Transpo.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
IMPACT ENE-1: RESULT IN POTENTIAL SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT ENE-2: CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
GEOLOGY, SEISMICITY, SOILS AND MINERAL RESOURCES											
IMPACT GEO-1A: DIRECTLY OR INDIRECTLY CAUSE SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH DUE TO RUPTURE OF A KNOWN EARTHQUAKE FAULT.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-1B: DIRECTLY OR INDIRECTLY CAUSE SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-1C: DIRECTLY OR INDIRECTLY CAUSE SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-1D: DIRECTLY OR INDIRECTLY CAUSE SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-2: RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
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	<input type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
		A.	B. Localized					C. High Frequency Transit Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT GEO-3: LOCATE A PROJECT ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON-SITE OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-4: RESULT IN DEVELOPMENT ON EXPANSIVE SOIL, CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-5: HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-6: DIRECTLY OR INDIRECTLY DESTROY A UNIQUE GEOLOGIC FEATURE.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-7: RESULT IN SUBSTANTIAL IMPACTS TO GEOLOGY, SEISMICITY, AND SOILS FROM CONSTRUCTION OF PROPOSED MTP/SCS PROJECTS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

REG: Regional CCC: Center and Corridor Communities EC: Established Communities DC: Developing Communities RRC: Rural Residential Communities LNID: Lands Not Identified for Development PLA: Placer County HFTA SAC: Sacramento County HFTA YOL: Yolo County HFTA	<input type="radio"/>	Less than Significant; No mitigation required									
	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT GEO-8: RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN DESIGNATED MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-9: RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT GEO-10: RESULT IN A SUBSTANTIAL IMPACT TO MINERAL RESOURCES FROM CONSTRUCTION OF PROPOSED MTP/SCS PROJECTS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
HAZARDS AND HAZARDOUS MATERIALS											
IMPACT HAZ-1: CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT HAZ-2A: CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HAZ-2B: CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF ASBESTOS INTO THE ENVIRONMENT.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HAZ-3: EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HAZ-4: RESULT IN DEVELOPMENT ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HAZ-1: Conduct site-specific investigation to characterize the potential presence of hazardous wastes.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
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	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
		A.	B. Localized					C. High Frequency Transit Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT HAZ-5: FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN, OR WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, RESULT IN A SAFETY HAZARD EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HAZ-6: IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HAZ-2: Implement Mitigation Measure HAZ-4
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HAZ-3: Implement Mitigation Measure HAZ-6
IMPACT HAZ-7: RESULT IN CONSTRUCTION IMPACTS THAT WOULD CAUSE A HAZARD TO THE PUBLIC OR THE ENVIRONMENT.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HAZ-8: EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HAZ-4: Minimize the risk of loss, injury, or death to people or structures as a result of wildland fires.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HAZ-9: RESULT IN PROJECTS LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES THAT COULD SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN, EXACERBATE WILDFIRE RISK, OR POST-FIRE CREATE FLOODING OR LANDSLIDE HAZARDS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HAZ-5: Implementation Mitigation Measure HAZ-4
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
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	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
HYDROLOGY AND WATER QUALITY											
IMPACT HYD-1: VIOLATE WATER QUALITY STANDARDS OR WASTEWATER REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUNDWATER QUALITY.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HYD-2: SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HYD-3A: SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS, INCLUDING ALTERATION OF THE COURSE OF A STREAM OR RIVER OR ADDITION OF IMPERVIOUS SURFACES, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HYD-3B: SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS, INCLUDING ALTERATION OF THE COURSE OF A STREAM OR RIVER OR ADDITION OF IMPERVIOUS SURFACES, IN A MANNER THAT WOULD SUBSTANTIALLY INCREASE RATES OR AMOUNTS OF SURFACE RUNOFF AND RESULT IN FLOODING.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
		A.	B. Localized					C. High Frequency Transit Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT HYD-3C: SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS, INCLUDING ALTERATION OF THE COURSE OF A STREAM OR RIVER OR ADDITION OF IMPERVIOUS SURFACES, IN A MANNER THAT WOULD CREATE OR CONTRIBUTE RUNOFF, WATER THAT WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, SUCH THAT THE CONSTRUCTION OF NEW, EXPANDED, OR RELOCATED FACILITIES THAT COULD CAUSE SIGNIFICANT EFFECTS IS REQUIRED, OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HYD-4: IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HYD-5: CONFLICT WITH OR OBSTRUCT THE IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT HYD-5: CONFLICT WITH OR OBSTRUCT THE IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
LAND USE AND PLANNING											
IMPACT LU-1: PHYSICALLY DIVIDE AN EXISTING COMMUNITY	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure LU-1: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT LU-2: CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT RESULTING FROM A CONFLICT WITH THE SCS REQUIREMENTS OF SENATE BILL 375.	Land Use	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None required.
	Transpo.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
IMPACT LU-3: CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT RESULTING FROM A CONFLICT WITH THE PROVISIONS OF THE LAND USE AND RESOURCE MANAGEMENT PLAN ADOPTED BY THE DELTA PROTECTION COMMISSION.	Land Use	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None required.
	Transpo.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
NOISE											
IMPACT NOI-1: RESULT IN NOISE LEVELS THAT EXCEED THE COMMUNITY TYPE CNEL THRESHOLDS IDENTIFIED IN TABLE 13-4 OR INCREASE NOISE LEVELS MORE THAN 1.5 DB AT LOCATIONS CURRENTLY IN EXCEEDANCE OF THE CNEL THRESHOLDS FOR CENTER AND CORRIDOR COMMUNITIES OR MORE THAN 3 DB AT LOCATIONS CURRENTLY IN EXCEEDANCE OF THE CNEL THRESHOLDS OVER BASELINE CONDITIONS FOR THE OTHER COMMUNITY TYPES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure NOI-1: Employ measures to reduce noise from new land uses and transportation projects.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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		A.	B. Localized					C. High Frequency Transit Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT NOI-2: RESULT IN EXCESSIVE VIBRATION AND GROUNDBORNE NOISE.	Land Use	N/A	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure NOI-2: Employ vibration-reducing measures on new and expanded rail systems.
	Transpo.	N/A	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT NOI-3: RESULT IN CONSTRUCTION IMPACTS THAT WOULD INCREASE NOISE LEVELS ABOVE THE COMMUNITY TYPE CNEL THRESHOLDS IDENTIFIED IN TABLE 13-4, RESULT IN INCREASES OF MORE THAN 1.5 DB AT LOCATIONS CURRENTLY IN EXCEEDANCE OF THE CNEL THRESHOLDS FOR CENTER AND CORRIDOR COMMUNITIES OR MORE THAN 3 DBA AT LOCATIONS CURRENTLY IN EXCEEDANCE OF THE CNEL THRESHOLDS OVER BASELINE CONDITIONS FOR THE OTHER COMMUNITY TYPES; OR RESULT IN EXCESSIVE LEVELS OF VIBRATION AND GROUNDBORNE NOISE.	Land Use	N/A	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure NOI-3: Reduce noise, vibration, and groundborne noise generated by construction activities.
	Transpo.	N/A	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
POPULATION AND HOUSING											
IMPACT POP-1: DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

REG: Regional CCC: Center and Corridor Communities EC: Established Communities DC: Developing Communities RRC: Rural Residential Communities LNID: Lands Not Identified for Development PLA: Placer County HFTA SAC: Sacramento County HFTA YOL: Yolo County HFTA	<input type="radio"/>	Less than Significant; No mitigation required									
	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
		A.	B. Localized					C. High Frequency Transit Areas			Mitigation*
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
PUBLIC SERVICES AND RECREATION											
IMPACT PS-1: IMPEDE ACHIEVEMENT OF ACCEPTABLE LEVELS OF SERVICE, INCLUDING CAPITAL CAPACITY, PROGRAMMING, EQUIPMENT, AND PERSONNEL, FOR POLICE PROTECTION, FIRE PROTECTION, EMERGENCY RESPONSE, SCHOOL, LIBRARY, SOCIAL, PARKS AND RECREATION, AND/OR OTHER PUBLIC SERVICES, AND INCLUDING INCREASED USE OF PARKS AND RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION WOULD OCCUR OR BE ACCELERATED.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure PS-1: Ensure adequate public service and utilities will be available to comply with applicable service levels.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT PS-2: RESULT IN IMPACTS ASSOCIATED WITH THE CONSTRUCTION OF NEW OR THE EXPANSION OF EXISTING FACILITIES REQUIRED TO MAINTAIN ACCEPTABLE LEVELS OF SERVICE FOR POLICE PROTECTION, FIRE PROTECTION, EMERGENCY, SCHOOL, LIBRARY, SOCIAL, PARK AND RECREATION SERVICES, AND/OR OTHER PUBLIC SERVICES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure PS-2: Implement the construction-related mitigation measures identified in other chapters of this EIR.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
TRANSPORTATION											
IMPACT TRN-1: SUBSTANTIALLY INTERFERE WITH ACHIEVEMENT OF VMT REDUCTIONS CONSISTENT WITH CARB'S 2017 SCOPING PLAN.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure TRN-1: Strategies to reduce VMT from existing and proposed land use development.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
IMPACT TRN-2: CAUSE COMBINED BICYCLE, WALK, AND TRANSIT PERSON TRIPS PER CAPITA TO BE LOWER THAN THE BASELINE AVERAGE IN THE APPLICABLE SUB-AREA, AND CAUSE A DECLINE IN THE BICYCLE, WALK, AND TRANSIT PERSON TRIPS PER CAPITA THAT IS LOWER THAN THE BASELINE REGIONAL AVERAGE.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT TRN-3: CAUSE AVERAGE TRANSIT PASSENGER BOARDINGS PER VEHICLE SERVICE HOUR TO BE LOWER THAN THE BASELINE AVERAGE FOR TRANSIT SERVICE PROVIDED IN THE RELEVANT SUB-AREA .	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
		A.	B. Localized					C. High Frequency Transit Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
IMPACT TRN-4: CAUSE INTERFERENCE WITH EXISTING OR PLANNED BICYCLE AND PEDESTRIAN FACILITIES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT TRN-5: CAUSE A DISRUPTION TO THE MOVEMENT OF AGRICULTURAL PRODUCTS ON RURAL ROADWAYS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure TRN-2: Strategies to support the movement of agricultural products on rural roadways near growth areas.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT TRN-6: CAUSE A DISRUPTION TO AVIATION ACCESS OR SERVICE.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT TRN-7: CAUSE A DISRUPTION TO GOODS MOVEMENT INTO OR THROUGH THE SACOG REGION.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT TRN-8: CAUSE A DISRUPTION TO THE ONGOING OPERATIONS OF THE APPLICABLE REGIONAL OR LOCAL AREA TRANSPORTATION SYSTEM DUE TO CONSTRUCTION ACTIVITIES.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure TRN-3: Apply best practice strategies to reduce the localized impact from construction activities on the transportation system.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
IMPACT TRN-9: RESULT IN INCONSISTENCY WITH PROJECT DESIGN STANDARDS RELATED TO TRAFFIC SAFETY.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
UTILITIES AND SERVICE SYSTEMS											
IMPACT USS-1: INCREASE DEMAND FOR SURFACE OR GROUNDWATER IN EXCESS OF AVAILABLE SUPPLIES DURING NORMAL, DRY, OR MULTIPLE DRY YEARS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure USS-1: Implement Mitigation Measure PS-1.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure USS-2: Implement water conservation strategies.
IMPACT USS-2: EXCEED THE CAPACITY OF EXISTING WATER STORAGE, CONVEYANCE, DISTRIBUTION, AND TREATMENT FACILITIES SUCH THAT THE CONSTRUCTION OF NEW, EXPANDED, OR RELOCATED FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS IS REQUIRED.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure USS-3: Implement the construction- and operational-related mitigation measures identified in other chapters of this EIR.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure USS-4: Implement Mitigation Measure USS-1 Mitigation Measure USS-5: Implement Mitigation Measure USS-2

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	<input type="radio"/>	Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation									
	<input type="radio"/>	Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level									
	<input checked="" type="radio"/>	Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known									
	A.	B. Localized					C. High Frequency Transit Areas			Mitigation*	
Impact Statement	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
IMPACT USS-3: EXCEED THE CAPACITY OF EXISTING UTILITY INFRASTRUCTURE, INCLUDING WASTEWATER TREATMENT, FIRE FLOWS, SOLID WASTE, ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS SUCH THAT THE CONSTRUCTION OF NEW, EXPANDED, OR RELOCATED FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS IS REQUIRED.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure USS-6: Implement Mitigation Measure USS-1. Mitigation Measure USS-7: Implement Mitigation Measure USS-2.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
IMPACT USS-4: GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS OR OTHERWISE CONFLICT WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE, INCLUDING SOLID WASTE REDUCTION GOALS.	Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None required.
	Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

*Only a summary of mitigation is provided in this table. See the applicable chapter for a full list of all identified mitigation measures by impact.