

# ES—Executive Summary

## **ES.1 Project under Review**

---

This Draft EIR evaluates the environmental impacts related to the adoption and implementation of the 2016 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 an 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 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 3,863,323 acres (6,036 square miles). The plan area contains 718,356 acres of developed land (as of 2012). To accommodate a projected increase of approximately 811,000 people, 285,000 new housing units and 439,000 new employees in the region through the year 2036, the proposed MTP/SCS projects the development of an additional 47,563 acres of land.

The proposed MTP/SCS includes a set of 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 2036. 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 \$35.2 billion in revenues (\$45.8 billion escalated) over the planning period. Compared to the 2012 MTP/SCS, the revenues supporting the proposed MTP/SCS reflect a roughly 8 percent increase in total budget.

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 (\$16.3 billion YOE) goes to road and highway maintenance and rehabilitation, including routine maintenance, major reconstructions, and various safety improvements.
- \$10.6 billion (\$13.8 billion YOE) goes to transit investments, including rail extensions and a 122 percent increase in vehicle service hours. An estimated \$3.5 billion (\$4.7 billion YOE) in capital investments support the additional \$7.1 billion (\$9.1 billion YOE) needed to operate these transit services.
- \$7.3 billion (\$9.8 billion YOE) goes to road and highway capital improvements, including intersection improvements, safety projects, signal timing, road widening in growth areas, carpool and auxiliary lanes on highways, and new connections for local access.
- \$2.8 billion (\$3.6 billion YOE) 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.
- \$1.7 billion (\$2.3 billion YOE) for other types of improvements important to achieving regional goals, including: project development and analysis, community design incentives, travel demand management (including the regional rideshare program), clean air, open space, technology deployment, and enhancement programs.

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

**Chapter 1 – Introduction: Building a Sustainable System** describes the need and purpose of the proposed MTP/SCS, including regulatory and economic conditions that have changed from the 2012 MTP/SCS.

**Chapter 2 – Planning Process** describes the major phases of the planning process, with particular attention to the public engagement process.

**Chapter 3 – Summary of Growth and Land Use Forecast** highlights the land use aspects of the Sustainable Communities Strategy.

**Chapter 4 – Summary of Budgets and Investments** summarizes the plan’s \$35 billion of transportation revenues and expenditures by program category.

**Chapter 5 – Trends and Performance** describes the transportation performance of the proposed MTP/SCS in three parts:

**Chapter 5A** provides an overview of performance and the land use-transportation connection intrinsic to the development of the proposed MTP/SCS;

**Chapter 5B** describes the performance of the proposed MTP/SCS in terms of vehicle miles traveled and roadway congestion; and

**Chapter 5C** describes the transit and non-motorized travel performance of the proposed MTP/SCS.

*Chapter 6 – Policies and Supportive Strategies* contains the policies and strategies that support implementation of the proposed MTP/SCS.

*Chapter 7 – Environmental Sustainability* describes how environmental resources were considered in the development of the proposed MTP/SCS. Additionally, it provides information related to agriculture, habitat, water, air quality and health, and climate change.

*Chapter 8 – Equity and Choice* provides an environmental justice analysis of the proposed MTP/SCS transportation investments as required by federal and state law, as well as a broader transportation accessibility analysis of the plan.

*Chapter 9 – Economic Vitality* analyzes the changing commute patterns of the region over the planning period, including the types of projects that address commuting and congestion, and current efforts to support goods movement.

*Chapter 10 – Financial Stewardship* analyzes how the proposed MTP/SCS addresses the ongoing funding challenges to road maintenance and rehabilitation, and transit capital and operations. It also describes the investment strategies that support road and transit operations and maintenance, including: transportation demand management and transportation system management (including Intelligent Transportation Systems) projects and programs, and projects that address road safety and emergency preparedness.

## **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 July 18, 2014, with circulation of a Notice of Preparation (NOP) through the State Clearinghouse (SCH No. 2014062060) 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 July 23, 2014.

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 letters received is provided in Appendix PD-1.

### **Project-Specific Concerns:**

- bicycle, pedestrian, and transit utilization;
- definition of road maintenance and operations projects;
- development boundaries in the Delta and habitat conservation areas;
- environmental justice populations;
- greenhouse gas reduction;
- investment in bicycle and pedestrian facilities;
- investment in complete streets;
- investment in transit;

- quality of life;
- transportation analysis of all modes of travel; and
- transportation opportunities and connectivity in the Delta.

**Environmental Impact Area Concerns:**

- agricultural resources;
- air quality;
- bicycle and pedestrian safety;
- biological resources;
- cultural and historic resources;
- flood plains and flood risks;
- hydrology and water quality;
- land use planning;
- project tiering opportunities; and

**ES.3 Transportation 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 between 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 project 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 Regulatory/Policy Consistency**

---

Section 15125(d) of the CEQA Guidelines requires the EIR to discuss “any inconsistencies between the proposed project and applicable general plans and regional plans.” This EIR analyzes adoption of a regional transportation plan; therefore consistency with lower level document like general plans and project plans are not applicable at this programmatic level. Consistency with applicable general plans will be considered as projects are carried forward for project-specific review. Implementing agencies will also be required to comply with any applicable consultation requirements such as those established by Government Code section 65402 in evaluating conformity with applicable general plans. Consistency with air quality attainment plans is addressed in Chapter 5 – Air Quality and consistency with Delta plans is addressed in Chapter 12 – Land Use Planning.

**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.

Alternative 1: Scenario 1

Alternative 2: Scenario 2 (No Project)

Alternative 3: Scenario 3

## **ES.7 Cumulative Impacts**

---

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

Impact Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
<b>AESTHETICS</b>											
AES – 1a: Cast glare and light 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"/>	Mitigation Measure AES-1: Reduce sun glare resulting from implementation of new transportation projects.  Mitigation Measure AES-2: Design structures to avoid or reduce impacts resulting from glare.  Mitigation Measure AES-3: Design lighting to minimize light trespass and glare.
	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"/>	
AES – 1b: 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"/>	
	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"/>	
AES – 2: Block panoramic views or views of significant landscape features or landforms (mountains, rivers, bays, or important man-made structures), as seen from public viewing areas, including state-designated scenic highways.	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AES-4: Protect panoramic views and views of significant landscape features or landforms.  Mitigation Measure AES-5: Design river crossings to minimize aesthetic and visual impacts and to protect scenic and panoramic views of significant landscape features and landforms to the greatest feasible extent.
	Transpo.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	

Impact Statement		<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 checked="" 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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
AES – 3: Substantially degrade the existing visual character or quality of the site and its surroundings, including established neighborhoods.	Land Use	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure AES-6: Design projects to be visually compatible with surrounding areas.
	Transpo.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
AES – 4a: Result in construction-related impacts that would cast glare, light, or 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 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 AES-7: Implement Mitigation Measure AES-3.
	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"/>	Mitigation Measure AES-8: Reduce the visibility of construction-related activities
AES – 4b: Result in construction-related impacts that would block panoramic views or views of significant landscape features or landforms (mountains, rivers, bays, or important man-made structures) as seen from public viewing areas, including state-designated scenic highways.	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 AES-9: Implement Mitigation Measure AES-8.
	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"/>	
AES – 4c: Result in construction-related impacts that would substantially degrade the existing visual character or quality of the site and its surroundings, including established neighborhoods.	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 AES-10: Implement Mitigation Measure AES-8.
	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"/>	Mitigation Measure AES-11: Re-vegetate exposed earth surfaces. Mitigation Measure AES-12: Minimize contrasts between the project and surrounding areas. Mitigation Measure AES-13: Replace and renew landscaping along roadway corridors and development sites.

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*	
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
<b>AGRICULTURE AND FORESTRY RESOURCES</b>												
AG-1: Convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation, to non-agricultural use.		Land Use	<input checked="" type="radio"/>	<input type="radio"/>	<input 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 type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>						
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 type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AG-2: Implement Mitigation Measure AG-1.  Mitigation Measure AG-3: Design proposed projects to minimize, to the greatest extent feasible, conflicts and inconsistencies with land protected by agricultural zoning or a Williamson Act contract and the terms of the applicable zoning and contract.				
		Transpo.	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>						
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 checked="" 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"/>	<input type="radio"/>	Mitigation Measure AG-4: Mitigate for loss of forest land or timberland.
		Transpo.	<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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
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 type="radio"/>	<input type="radio"/>	<input 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, USEPA, 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 type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
AG-5: Result in the loss of "Forest Land" as defined in the California Forest Legacy Act of 2007 (Pub.Resources Code § 12220(G)) or conversion of Forest Land to nonforest 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"/>	
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"/>	

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA	<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 checked="" 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
--	---

Impact Statement	A.	B. Localized					C. Transit Priority Areas			Mitigation*
	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	

**AIR QUALITY**

Impact Statement		Land Use	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	Mitigation*
	Land Use	<input type="radio"/>	N/A	None.								
	Transpo.	<input type="radio"/>	N/A									
<b>AIR-2: Expose sensitive receptors to substantial TAC concentrations, including those from construction or operational emissions.</b>												
	Land Use	<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 ARB Handbook siting guidance to the maximum extent possible.					
	Transpo.	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>						
<b>AIR-3: Create objectionable odors affecting a substantial number of people, including those from construction or operations.</b>												
	Land Use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Mitigation Measure AIR-2: Implementing agencies should 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"/>										

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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 checked="" 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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
AIR-4a: Be inconsistent or exceed applicable thresholds of significance established by the local air district for long-term operational criteria air pollutant 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-3: Implementing agencies shall require recommended applicable mitigation measures as defined by the applicable local air district.
	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"/>	
AIR-4b: Be inconsistent or exceed applicable thresholds of significance established by the local air district for short-term operational criteria air pollutant 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-4: Implementing agencies shall require project applicants to implement applicable, or equivalent, standard construction mitigation measures as defined by the applicable local air district.
	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"/>	

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
<b>BIOLOGICAL RESOURCES</b>											
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, or on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, or on federally protected wetlands, as defined by CWA Section 404 (including, but not limited to, marsh, vernal pool, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means.	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 BIO-1a: Avoid, minimize, and mitigate impacts on special-status plant species.  Mitigation Measure BIO-1b: Avoid, minimize, and mitigate impacts on special-status wildlife species.  Mitigation Measure BIO-1c: Avoid, minimize, and mitigate impacts on special-status fish species.  Mitigation Measure BIO-1d: Avoid, minimize, and mitigate impacts to sensitive natural communities.  Mitigation Measure BIO-1e: Avoid, minimize, and mitigate impacts to wetland and other waters.
	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"/>	
BIO-2: 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 checked="" 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"/>	<input type="radio"/>	Mitigation Measure BIO-2: Avoid, minimize, and mitigate impacts to wildlife corridors or native wildlife nursery sites.
	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 type="radio"/>	<input type="radio"/>		
BIO-3: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	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 BIO-3: Avoid, minimize, and mitigate for impacts on protected trees and other biological resources protected by local ordinances.
	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"/>		

Impact Statement		<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 checked="" 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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
BIO-4: Conflict with the Provisions of an Adopted Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), 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"/>	None.
	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"/>	
<b>CULTURAL AND PALEONTOLOGICAL RESOURCES</b>											
CR-1: Cause a substantial adverse change in the significance of a historical resource as defined in 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"/>	
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"/>	
CR-3: Directly or indirectly destroy a unique paleontological resource or site or geological feature.	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 Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
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.
	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"/>	
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.  Mitigation Measure CR-6: Reduce visibility or accessibility of tribal cultural 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"/>	
<b>ENERGY AND GLOBAL CLIMATE CHANGE</b>											
ENE-1: Conflict with the goal of decreasing overall per capita energy consumption.	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.
	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"/>	
ENE-2: Conflict with the goal of decreasing reliance on natural gas and oil.	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 ENE-1: Require new development to provide necessary infrastructure to charge electric vehicles.  Mitigation Measure ENE-2: Require new development to comply with local GHG reduction plans that contain measures identified in the Scoping Plan.
	Transpo.	<input type="radio"/>	<input 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"/>	

<b>REG: Regional</b> <b>CCC: Center and Corridor Communities</b> <b>EC: Established Communities</b> <b>DC: Developing Communities</b> <b>RRC: Rural Residential Communities</b> <b>LNID: Lands Not Identified for Development</b> <b>PLA: Placer County TPA</b> <b>SAC: Sacramento County TPA</b> <b>YOL: Yolo County TPA</b>		<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									
		<b>A.</b>	<b>B. Localized</b>					<b>C. Transit Priority Areas</b>			<b>Mitigation*</b>
<b>Impact Statement</b>		<b>REG</b>	<b>CCC</b>	<b>EC</b>	<b>DC</b>	<b>RRC</b>	<b>LNID</b>	<b>PLA</b>	<b>SAC</b>	<b>YOL</b>	
ENE-3: Conflict with the goal of increasing reliance on renewable energy sources.	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.
	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"/>	
ENE-4: Increase energy consumption from the construction of projects included in the proposed MTP/SCS in a manner inconsistent with AB 32.	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.
	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"/>	
ENE-5: Substantially conflict with achievement of AB 32 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.
	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"/>	
ENE-6: 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.
	Transpo.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
ENE-7: 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.
	Transpo.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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									
		<b>A.</b>	<b>B. Localized</b>				<b>C. Transit Priority Areas</b>			<b>Mitigation*</b>	
<b>Impact Statement</b>		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
ENE-8: Increase GHG emissions from the construction of the proposed MTP/SCS in a manner inconsistent with AB 32.		Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None.				
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>					
<b>GEOLOGY, SEISMICITY, SOILS AND MINERAL RESOURCES</b>											
GEO-1a: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.		Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	None.				
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>					
GEO-1b: Expose people or structures to potential 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"/>	None.				
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>					
GEO-1c: Expose people or structures to potential 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"/>	None.				
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>					

Impact Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
GEO-1d: Expose people or structures to potential 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.
	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"/>	
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"/>	Mitigation Measure GEO-1: Mitigation Measure GEO-1: Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP.
	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"/>	
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 an 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.
	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"/>	
GEO-4: Result in development on expansive soil, as defined in Section 1803.5.3 of the International Building Code (International Conference of Building Officials, 2012), 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.
	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"/>	
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 waste water.	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.
	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 Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
GEO-6: 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"/>	Mitigation Measure GEO-2: Implement Mitigation Measure GEO-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"/>	
GEO-7: 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"/>	Mitigation Measure GEO-3: Reduce the loss of availability of a designated mineral resource.
	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"/>	
GEO-8: 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.
	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"/>	
GEO-9: 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.
	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"/>	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>											
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.
	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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
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 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 HAZ-1: Reduce the impacts to the public and the environment from the reasonably foreseeable upset and accident conditions involving the release of hazardous materials by requiring implementation of best practice safety standards regarding crude oil transport.
	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"/>	
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.
	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"/>	
HAZ-3: Emit hazardous emissions or cause handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter 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.
	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"/>	
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 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 HAZ - 2: Determine if project sites are included on a government list of hazardous materials sites pursuant to Government Code Section 65962.5.
	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 Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
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 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.
	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"/>	
HAZ-6: For a project located within the vicinity of a private airstrip, would the project result in a safety hazard 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.
	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"/>	
HAZ-7: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation 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 HAZ-3: Implement state and local requirements for ongoing emergency evacuation planning.
	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"/>	
HAZ-8: Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.	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.
	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"/>	
HAZ-9: 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.
	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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
<b>HYDROLOGY AND WATER QUALITY</b>											
HYD- 1: Create or contribute to increases in runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.		Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HYD-1: Manage stormwater run-off and other surface drainage.  Mitigation Measure HYD-2: Use best management practices to treat water quality.					
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>						
HYD- 2: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would either (a) result in flooding on- or off-site, or (b) result in substantial erosion or siltation on- or off-site.		Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HYD-3: Implement Mitigation Measure GEO-1 (Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP).					
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>						
HYD- 3: Place housing within a 200-year flood hazard area (urban) or 100-year flood hazard area (rural) as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or place structures that would impede or redirect flood flows.		Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigation Measure HYD-4: Conduct hydrology studies for projects in floodplains.					
		Transpo.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>						
HYD- 4: Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.		Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>						
		Transpo.	<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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
HYD- 5: Expose people or structures to inundation by seiche, tsunami, or mudflow.	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"/>	
HYD- 6: Exacerbate land subsidence associated with groundwater use.	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 HYD-5: Implement Mitigation Measure PS-1.  Mitigation Measure HYD-6: In areas of existing or potential future land subsidence due to groundwater pumping, establish cooperative regional relationships to define and manage sustainable yield.
	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 Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
HYD- 7: Otherwise substantially degrade water 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 HYD-7: Implement Mitigation Measure HYD-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"/>	
HYD- 8: Violate any water quality standards or waste discharge requirements resulting from construction or other soil disturbance 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 HYD-8: Implement Mitigation Measure HYD-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"/>	
<b>LAND USE AND PLANNING</b>											
LU-1: Conflict with the land use requirements and objectives of Senate Bill 375.	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
LU-2: Conflict with any of the following requirements included in 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	
	Transpo.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
<b>NOISE</b>											
NOI-1: Result in noise levels that exceed the Community Type Ldn thresholds identified in Table 13.4 and increase noise levels more than 1.5 dB for Center and Corridor Communities or more than 3 dBA over baseline conditions for the other community types.	Land Use	N/A	<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.	N/A	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>						

Impact Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
NOI-2: Result in excessive vibration and groundborne noise.	Land Use	N/A	<input type="radio"/>	Mitigation Measure NOI-2: Employ vibration-reducing measures on new and expanded rail systems.							
	Transpo.	N/A	<input type="radio"/>								
NOI-3: Result in construction impacts that would increase noise levels above the Community Type Ldn thresholds identified in Table 13.4, result in increases of more than 1.5 dB for Center and Corridor Communities or more than 3 dBA over baseline conditions for the other community types; or result in excessive levels of vibration and groundborne noise.	Land Use	N/A	<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 NOI-3: Reduce noise, vibration, and groundborne noise generated by construction activities.
	Transpo.	N/A	<input checked="" type="radio"/>								
<b>POPULATION AND HOUSING</b>											
POP-1: Displace substantial numbers of people or existing 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"/>	
<b>PUBLIC SERVICES AND RECREATION</b>											
PS-1: Impede achievement of acceptable levels of service for police protection, fire protection, emergency response, school, library, social, parks and recreation, and/or other public services, including capital capacity, programming, equipment, and personnel.	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 services and utilities will be available to satisfy 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"/>	
PS-2: Result in impacts associated with the construction of new or the expansion of existing facilities required to maintain adequate capital capacity for police protection, fire protection, emergency response, 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"/>	

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 TPA  
 SAC: Sacramento County TPA  
 YOL: Yolo County TPA

- Less than Significant; No mitigation required
- Potentially Significant; Less than Significant after mitigation, but identified as Significant and Unavoidable because SACOG cannot compel implementation
- Potentially Significant; May be Significant and Unavoidable after mitigation is adopted; however, the project-specific impacts are unknown without analysis at the project-level
- Potentially Significant; Significant and Unavoidable after mitigation is adopted or mitigation is not known

Impact Statement	A.	B. Localized					C. Transit Priority Areas			Mitigation*
	REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	

**TRANSPORTATION**

TRN-1: Cause an increase in vehicle miles traveled (VMT) per capita that exceeds the applicable baseline average.	Land Use	<input type="radio"/>								
	Transpo.	<input type="radio"/>								
TRN-2: Cause an increase in VMT on congested roadways (C-VMT) per capita relative to the applicable baseline for the area, and cause an increase in C-VMT per capita that exceeds the baseline regional average.	Land Use	<input type="radio"/>								
	Transpo.	<input type="radio"/>								
TRN-3: Cause combined bicycle, walk, and transit person trips per capita to be lower than the applicable baseline average, and cause a decline in the bicycle, walk, and transit person trips per capita that exceeds the baseline regional average.	Land Use	<input type="radio"/>								
	Transpo.	<input type="radio"/>								
TRN-4: Cause average transit passenger boardings per vehicle service hour to be lower than the applicable average.	Land Use	<input type="radio"/>								
	Transpo.	<input type="radio"/>								

Impact Statement		<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 checked="" 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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
TRN-5: Cause an interference with existing or planned pedestrian or bicycle 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"/>	
	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"/>	
TRN-6: Cause a disruption to the movement of agricultural products on rural roadways.	Land Use	<input 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 TRN-1: 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 checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
TRN-7: Cause a disruption to aviation access or service.	Land Use	<input type="radio"/>	N/A								
	Transpo.	<input type="radio"/>	N/A								
TRN-8: Cause a disruption to goods movement into or through the SACOG region.	Land Use	<input type="radio"/>	N/A								
	Transpo.	<input type="radio"/>	N/A								
TRN-9: 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 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 TRN-2: Apply best practice strategies to reduce the localized impact from construction activities on the transportation system.
	Transpo.	<input 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 Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
TRN-10: 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"/>	
	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"/>	
<b>UTILITIES AND SERVICE SYSTEMS</b>											
USS-1: Result in an increased demand for surface or groundwater in excess of available supply.	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 USS-1: Implement Mitigation Measure PS-1.
	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"/>	
USS-2: Exceed the capacity of existing or planned water storage, conveyance, distribution, and treatment 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"/>	Mitigation Measure USS-2: 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"/>	
USS-3: Exceed the capacity of utility infrastructure including sewage, storm drainage, fire flows, solid waste, power, and telecommunications.	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 USS-3: Perform Project-Level CEQA Environmental Review for New Wastewater Treatment Plants, Landfills, and Similar Large Utility Facilities.
	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 Statement		<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. Transit Priority Areas			Mitigation*
		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
USS-4: Result in the need for the expansion of existing utilities and service system infrastructure required to maintain adequate sewer, wastewater treatment, fire flows, solid waste, power, and telecommunications systems.	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-4: 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"/>	
USS-5: Be out of compliance with federal, state, and local statutes and regulations related to solid waste.	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"/>	
<b>CUMULATIVE IMPACTS</b>											
CUM-1: The contribution of the proposed MTP/SCS to cumulative aesthetic impacts in the form of night sky lighting and cumulative changes in the visual environment may be cumulatively considerable. This is considered a potentially significant impact (PS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-1: Implement Mitigation Measures in Chapter 3.
	Cum.	<input checked="" type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
CUM-2: The contribution of the proposed MTP/SCS to cumulative loss of agricultural and forest land would be cumulatively considerable. This is considered a potentially significant impact (PS).	Cum.	<input checked="" type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-2: Implement Mitigation Measures in Chapter 4.
	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
CUM-3: The contribution of the proposed MTP/SCS to cumulative air quality impacts in the region would be cumulatively considerable. This is considered a potentially significant impact (PS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-3: Implement Mitigation Measures in Chapter 5.
	Cum.	<input checked="" type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*	
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL		
Impact CUM-4: The contribution of the proposed MTP/SCS to cumulative impacts to biological resources may be cumulatively considerable. This is considered a potentially significant impact (PS).		Cum.	<input checked="" type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-4: Implement Mitigation Measures in Chapter 6.
CUM-5: The contribution of the proposed MTP/SCS to cumulative impacts to cultural resources may be cumulatively considerable. This is considered a potentially significant impact (PS).		Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-5: Implement Mitigation Measures in Chapter 7.
CUM-6: The contribution of the proposed MTP/SCS to cumulative energy consumption is considered a less than significant impact (LS).		Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-7: The contribution of the proposed MTP/SCS to cumulative GHG emissions and global climate change is considered a less than significant impact (LS).		Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-8: The contribution of the proposed MTP/SCS to cumulative impacts to geology, soils, seismicity, or mineral resources is considered a less than significant impact (LS).		Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-9: The contribution of the proposed MTP/SCS to cumulative impacts associated with hazards and hazardous materials would not be cumulatively considerable. This is considered a less than significant impact (LS).		Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-10: The contribution of the proposed MTP/SCS to cumulative impacts to hydrology and water quality in the form of off-site flooding, land subsidence from groundwater overdraft, and general degradation of water quality may be cumulatively considerable. This is considered a potentially significant impact (PS).		Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-10: Implement Mitigation Measures in Chapter 11.

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
CUM-11: The contribution of the proposed MTP/SCS to cumulative land use and planning impacts is considered a less than significant impact (LS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-12: The contribution of the proposed MTP/SCS to cumulative noise impacts may be cumulatively considerable. This is considered a potentially significant impact (PS).	Cum.	<input checked="" type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-12: Implement Mitigation Measures in Chapter 13.
CUM-13: Implementation of the proposed MTP/SCS in conjunction with other planned development outside of the region would result in increases in population and housing. The potential cumulative environmental impacts of this are captured in other impact statements in this chapter. This change, in and of itself, is less than significant (LS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-14: The contribution of the proposed MTP/SCS to cumulative public service impacts in the form of state routes, freeways, and other roads under the jurisdiction of the CHP; rural wildland fire areas protected by CAL FIRE; and regional, state, and federal parks, open space, and recreational areas may be cumulatively considerable. This is considered a potentially significant impact (PS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-14: Implement Mitigation Measures in Chapter 15.
CUM-15: The contribution of the proposed MTP/SCS to cumulative transportation and traffic impacts is considered less than significant (LS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.

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 TPA SAC: Sacramento County TPA YOL: Yolo County TPA		<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. Transit Priority Areas			Mitigation*
Impact Statement		REG	CCC	EC	DC	RRC	LNID	PLA	SAC	YOL	
CUM-16: The contribution of the proposed MTP/SCS to cumulative water supply and infrastructure impacts may be cumulatively considerable. This is considered a potentially significant impact (PS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-16: Implement Mitigation Measures in Chapter 17.
CUM-17: The contribution of the proposed MTP/SCS to cumulative impacts to stormwater and associated infrastructure is considered a less than significant impact (LS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-18: The contribution of the proposed MTP/SCS to cumulative impacts to wastewater and associated infrastructure is considered a less than significant impact (LS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.
CUM-19: The contribution of the proposed MTP/SCS to cumulative impacts associated with solid waste management is considered potentially significant (PS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Mitigation Measure CUM-19: Implement Mitigation Measures in Chapter 17.
CUM-20: The contribution of the proposed MTP/SCS to cumulative impacts related to natural gas, propane, electricity, or telecommunications services is considered a less than significant impact (LS).	Cum.	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None.

\*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.