PLACER PARKWAY
CORRIDOR PRESERVATION

DRAFT

Placer Parkway Corridor Preservation

Partially Revised Tier 1 Environmental Impact Statement/ Program Environmental Impact Report

January 2009

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

Caltrans

FHWA

Prepared by

URS Corporation

for
South Placer Regional Transportation Authority
California Department of Transportation
Federal Highway Administration

The preparation of this report was financed in part through a planning grant from the Federal Highway Administration

Report Number: FHWA-CA-DEIS 2007-46 SCH Number: 2003092069

PLACER PARKWAY CORRIDOR PRESERVATION IN THE COUNTIES OF SUTTER AND PLACER, STATE OF CALIFORNIA FROM STATE ROUTE 70/99 TO STATE ROUTE 65

PARTIALLY REVISED DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT/ PROGRAM ENVIRONMENTAL REPORT

Submitted Pursuant to: (State) Division 13, Public Resources Code
(Federal) 42 USC 4332(2)(c)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration, and

THE STATE OF CALIFORNIA
Department of Transportation, and

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

1-21-09
Date of Approval

Executive Director
South Placer Regional Transportation Authority

1-22-09
Date of Approval

Chief, Office of Environmental Services
California Department of Transportation, North Region
Responsible Agency CEQA/NEPA Technical Assistance to FHWA

1-22-09
Date of Approval

Acting Division Administrator
Federal Highway Administration

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Abstract

Abstract: The proposed action would select and preserve a corridor for the future construction of Placer Parkway—a new east-west roadway linking State Route (SR) 65 and SR 70/99. Potential benefits from future implementation include reduction of anticipated congestion on both the local and regional transportation system and advancement of economic development goals in southwestern Placer County and south Sutter County. Potential impacts from future implementation include effects to socioeconomic and community resources, farmlands, cultural resources, traffic and transportation, air quality, noise, hydrology, temporary construction impacts, and growth impacts.

Comments on this document are due by March 15, 2009, and should be sent to Celia McAdam at the above address.

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1.0 INTRODUCTION

1.1 PARTIALLY REVISED DRAFT TIER 1 EIS/EIR PROCESS

The National Environmental Policy Act (NEPA) requires that a lead agency supplement an Environmental Impact Statement (EIS) when there are significant new circumstances or information such that the agency considers should be included in order to meet the objectives of NEPA.

This Partially Revised Draft Tier 1 Environmental Impact Statement/Program Environmental Impact Report (hereafter referred to as the Partially Revised Draft Tier 1 EIS/EIR) serves as a supplement to the Draft EIS under NEPA and Federal Highway Administration (FHWA) regulations (40 Code of Federal Regulations [CFR] 1502.9; 23 CFR 771.130) and state CEQA Guidelines, and will be circulated for public review and comment as described below.

The California Environmental Quality Act (CEQA) requires that the lead agency evaluate and respond to comments as provided in CEQA guidelines Section 15088. Guidelines Section 15088.5, subdivision (f) (2), provides:

> When the EIR [environmental impact report] is revised in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions or the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text or the revised EIR or by an attachment to the revised EIR.

1.1.1 Public Review

This Partially Revised Draft Tier 1 EIS/EIR will be subject to review and comment by the public, as well as all responsible agencies and other interested parties, agencies and organizations for a period of no less than 45 days. This Partially Revised Draft Tier 1 EIS/EIR is available for review at the following address:

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603

This Partially Revised Draft Tier 1 EIS/EIR is also available for public review at the following locations:

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA

Placer County Planning Department
3091 County Center Drive, Auburn, CA

Placer County Public Works Department
3091 County Center Drive, Auburn, CA

Placer County Library
350 Nevada Street, Auburn, CA

Placer County Library, Loomis
6050 Library Drive, Loomis, CA

Sutter County Library, Main Branch
7504 Forbes Avenue, Yuba City, CA

Sutter County Planning Department
1130 Civic Center Blvd., Yuba City, CA

Sacramento County Planning Department
827 7th Street, Room 230, Sacramento, CA

Roseville Public Library - Downtown
225 Taylor Street, Roseville CA

Roseville Public Library - Maidu
1530 Maidu Drive, Roseville CA

Rocklin Library
5400 Fifth Street, Rocklin, CA

Lincoln Library
590 Fifth Street, Lincoln, CA

Sutter County Library, Pleasant Grove Branch
3093 Howsley Road, Pleasant Grove, CA

Sutter County Library, Browns Branch
1248 Pacific Avenue, Rio Oso, CA

Sacramento County Public Library
828 I Street, Sacramento, CA

California State University
6000 J Street, Sacramento, CA

Sierra College Library
5000 Rocklin Road, Rocklin, CA

Sacramento County Library, North Natomas
2500 New Market Drive, Sacramento, CA

Sacramento County Library, North Highlands – Antelope
4235 Antelope Road, Antelope, CA

Copies can also be obtained electronically from the Placer County Transportation Planning Agency (PCTPA)'s project website at www.pctpa.net.

In accordance with Public Resources Code Section 21092, subdivision (b) (1), and the CEQA Guidelines Section 15150, subdivision (b), all documents and/or portions of documents incorporated into this Partially Revised Draft Tier 1 EIS/EIR by reference are also available for public inspection at the Placer County Transportation Planning Agency at the above address.

1.1.2 How to Submit Comments

As a member of the public or as a representative of a public agency, you may provide comments on the adequacy of this Partially Revised Draft Tier 1 EIS/EIR. Comments may be submitted to the PCTPA by the deadline, which is March 15, 2009.

Comments can be sent via regular mail to PCTPA, Attn: Celia McAdam, Executive Director, 299 Nevada St., Auburn, CA 95603, or via email to cmcadam@pctpa.net.

Scheduled Public Hearings: The public, as well as agencies and local jurisdictions, are also invited to comment on the Partially Revised Draft Tier 1 EIS/EIR at either of two public hearings:

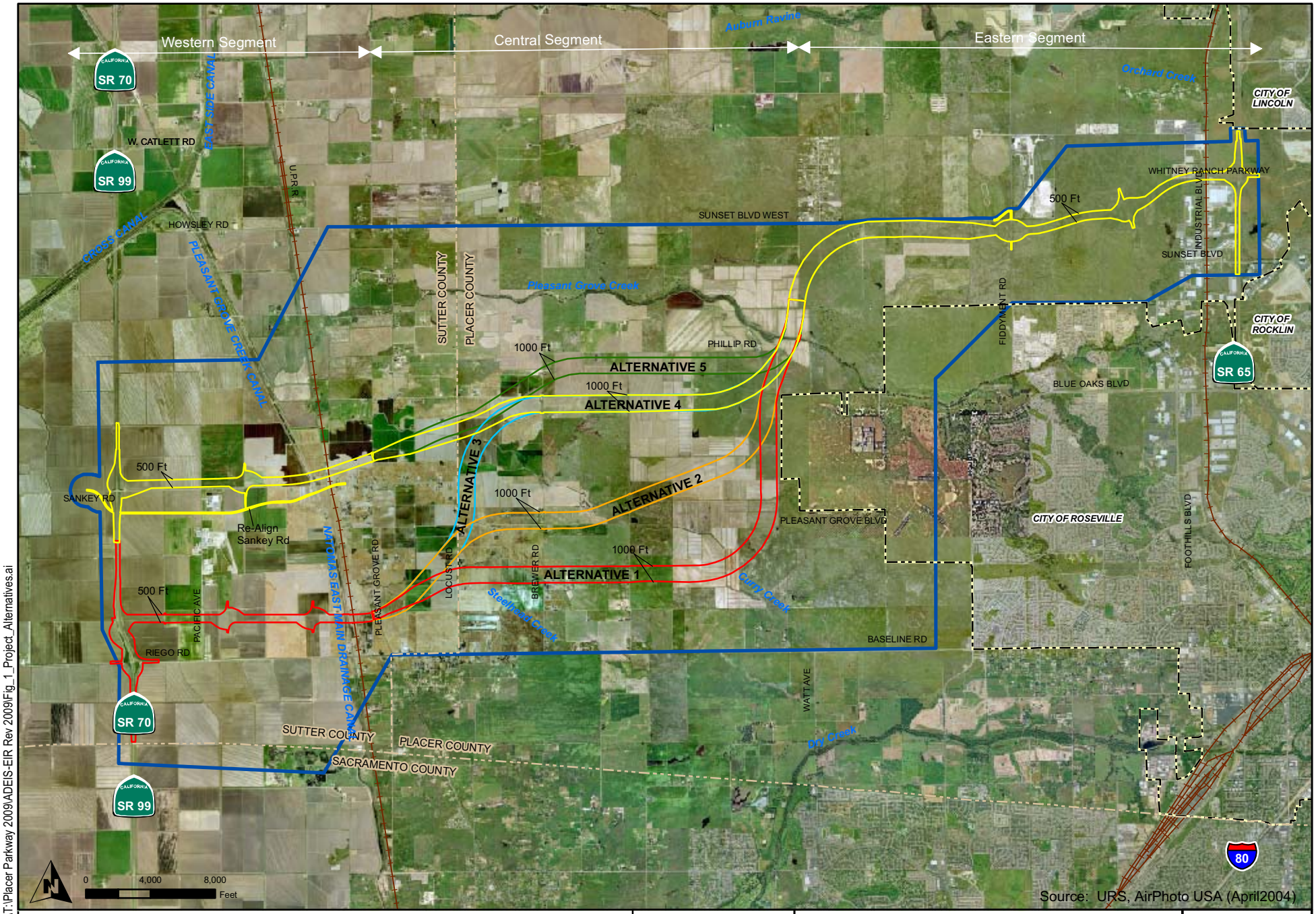
- **February 23, 2009 – 6:00 p.m.** at the Veterans Memorial Community Building, 1425 Veterans Memorial Circle in Yuba City, California 95993
- **February 25, 2009 – 10:45 a.m.** at the Placer County Board of Supervisors Chambers (The Domes), 175 Fulweiler Avenue, Auburn, California 95603

1.2 BACKGROUND

1.2.1 Project Description

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the South Placer Regional Transportation Authority (SPRTA) propose to select and preserve a corridor for the future construction of Placer Parkway, a new east-west roadway linking State Route (SR) 70/99 in Sutter County east to SR 65 in Placer County (see Figure 1, Project Alternatives). Placer Parkway is intended to reduce anticipated congestion on both the local and regional transportation system and to advance economic development goals in south Sutter County and southwestern Placer County.

Specifically, the action being considered and evaluated by FHWA, Caltrans and SPRTA is to select and preserve a 500- to 1,000-foot-wide corridor in the project study area, within which the future four- or six-lane Placer Parkway may be constructed. Five or six interchanges are proposed, depending on the corridor alignment alternative. Placer Parkway is intended to reduce anticipated congestion on both the local and regional transportation system and to advance economic development goals in south Sutter County and southwestern Placer County.



Tier 1 EIS/EIR

Project Alternatives

Figure 1

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1.2.2 Tiering Concept

The planning for Placer Parkway involves two phases: (1) the present action, selection of a corridor (titled the Placer Parkway Corridor Preservation Project), and (2) the future selection of a precise alignment within the corridor and a decision whether or not to build the Parkway. If a build alternative is selected and pursued after the second phase, the ultimate Placer Parkway project would be constructed and operated. Throughout this document the term "Proposed Action" is used to describe the selection of a corridor to preserve. The document generally uses the term "Parkway" to mean the ultimate roadway, including construction and operation, except where context indicates otherwise. Each phase will be subject to its own environmental review, a process known as "tiered" environmental review under both state and federal law. The selection of a corridor is subject of the Tier 1 EIS/EIR.

1.2.3 Draft Tier 1 EIS/EIR

The Placer Parkway Corridor Preservation Draft Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was completed on June 29, 2007. It was circulated for public comment on July 2, 2007. The comment period ended on September 10, 2007. To the degree feasible, the Draft Tier 1 EIS/EIR reviewed the reasonably foreseeable environmental effects of the construction and operation of the Parkway. Selection of a more precise alignment within the corridor, and construction and operation of the Parkway, will be the subject of a later Tier 2 environmental document.

1.2.4 Access to Placer Parkway

As envisioned, Placer Parkway would include a corridor that is wider than what is needed for the proposed roadway, with lands on one or both sides of the facility called "no-development buffer zones," which would be intended to accomplish the following:

1. Further a "parkway" concept by:
    - maintaining a visual open space concept and encouraging linkages to other open spaces along the corridor;
    - preserving open space and agricultural uses adjacent to the Parkway;
    - providing opportunities to preserve biological resources along the corridor; and
    - limiting future development along the Parkway from encroaching to the facility's edge by maintaining it as a zone where development is either not permitted or is severely restricted.
2. Limit access to the Parkway, which would:
    - Preserve a high-speed facility, through preventing unplanned Parkway interchanges from being constructed by controlling the land required for such interchanges; and
    - Limit opportunities for growth inducement that might otherwise result from provision of access in areas not planned for growth.

It is intended that the no-development buffer zones would be owned and managed in the future to achieve these objectives. Since the value of the no-development buffer zones to maintain the parkway concept and limit access depends to some extent on the adjacent land uses, it may be appropriate to adjust the final

size and shape of the buffer based on Tier 2 analysis of the Parkway. It is anticipated that such adjustments are most likely to occur in parts of the Parkway near agriculturally designated land undergoing urban development. This determination would be based on performance standards on a case-by-case basis, depending on the land use needs of future approved development, and taking into account the primary objective of restricting future access to the Parkway.

1.2.5 Evolving Existing Conditions

The Draft Tier 1 EIS/EIR acknowledges that,

> The dynamic existing planning environment in the study area, and the projected elapsed time until the Parkway would be constructed, if approved, is challenging in the context of preparing an environmental document that analyzes existing and future conditions.
>
> …As with any large project planned over a long time, changes in conditions may occur during the preparation of the Tier 1 study, or between the draft and final versions of the Tier 1 EIS/EIR, as well as during the period between the Tier 1 and Tier 2 processes. The possibility of changes in the level of urban development is particularly high for Placer Parkway, due to the strong development pressure in the project vicinity.
>
> While the project study area is predominantly undeveloped at this time, parts of the study area are within local General Plan designations that allow urban growth. In addition, numerous proposals for major new development projects in and around the study area are currently in various stages of the approval and entitlement process (see Figure 2, Planned/Proposed Development). The ultimate level of development, including the growth represented by these current project proposals, is addressed in the Tier 1 EIS/EIR in the Cumulative Scenario (Year 2040). This accounts for the cumulative impact of the Parkway and other reasonably foreseeable developments, including those now in the planning process of the local jurisdictions (Draft Tier 1 EIS/EIR page 3-10).

2.0 SUMMARY OF REVISIONS TO DRAFT TIER 1 EIS/EIR

2.1 REVISIONS TO EXECUTIVE SUMMARY

The Executive Summary, including Table ES-1, has been revised to reflect updated farmland classifications, as described in Section 3.0 below.

2.2 REVISIONS TO SECTION 2.7 – AGENCY PERMITS AND APPROVALS

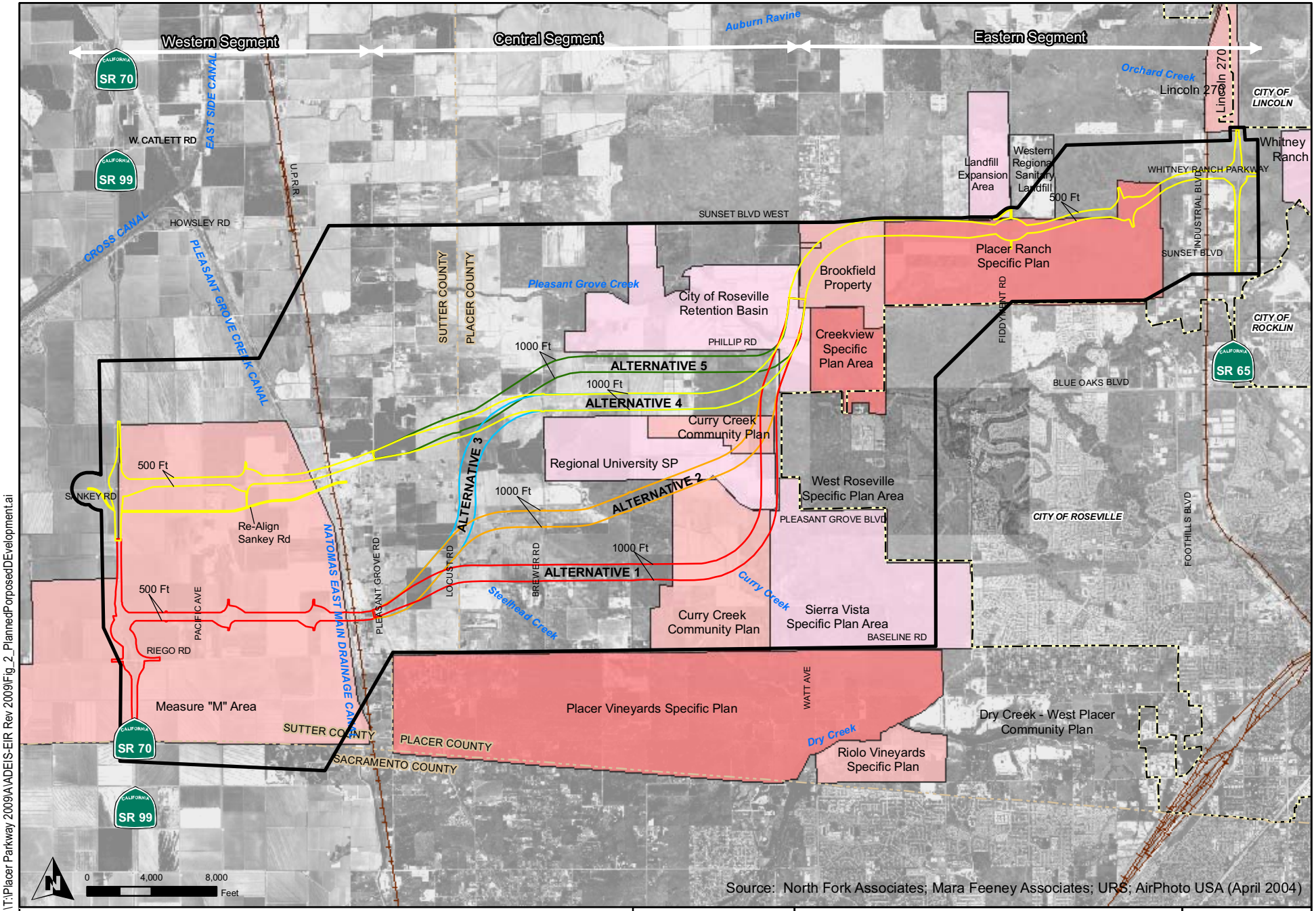
This partially revised Draft Tier 1 EIS/EIR identifies a number of general plan amendments which will be prepared and processed following certification of the environmental document and approval of the project by SPRTA.

2.3 REVISIONS TO SECTION 4.1 – LAND USE

As a result of changes to farmland data described in Section 2.4 below, the Draft Tier 1 EIS/EIR Figure 4.1-4, Important Farmland in Relation to Designated Land Use, was also updated.

2.4 REVISIONS TO SECTION 4.4 – FARMLANDS

The Draft Tier 1 EIS/EIR included a Tier 1/Program level assessment of potential impacts on farmland associated with the Parkway. This assessment included a discussion of current classification of



Study Area Boundary
City Boundary
County Boundary
Alternative 1
Alternative 2
Alternative 3
Alternative 4
Alternative 5
Planned/Proposed Development

PLACER PARKWAY CORRIDOR PRESERVATION

Tier 1 EIS/EIR

Planned / Proposed Development

Figure 2

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Revised Table ES-1
Summary of Potential Impacts from the Placer Parkway Alternatives

Potential Impact*		2004						2020	2040
		No-Build	Alternative 1 (Red)	Alternative 2 (Orange)	Alternative 3 (Blue)	Alternative 4 (Yellow)	Alternative 5 (Green)		
For Tier 1 analysis, direct impacts assume all resources within a corridor would be affected. This is an extremely conservative assumption, which is likely to overstate impacts.									
Land Use	Land Use Conversion	No impact	1,918.43 acres	1,836.78 acres	1,863.56 acres	1,627.64 acres	**1,623.47 acres**	Not analyzed**	Qualitative analysis only
	Potentially Bisected Parcels	No impact	**26**	28	**26**	30	35	Not analyzed**	Qualitative analysis only
	Compatibility with Proposed Land Uses	No impact	Depends on future land use approvals	Depends on future land use approvals	Depends on future land use approvals	Depends on future land use approvals	Depends on future land use approvals	Not analyzed**	Qualitative analysis only
	Conflict with General Plan Policies	No impact	Unavoidable conflict with policies related to preservation of agricultural land	Unavoidable conflict with policies related to preservation of agricultural land	Unavoidable conflict with policies related to preservation of agricultural land	Unavoidable conflict with policies related to preservation of agricultural land	Unavoidable conflict with policies related to preservation of agricultural land	Not analyzed**	Quantitative analysis only
Socioeconomics	Number of Residential Communities Affected	No impact	1	**0**	**0**	1	1	Not analyzed**	Qualitative analysis only
	Number of Homes, Farmsteads Affected	No impact	4	4	**3**	7	10	Not analyzed**	Qualitative analysis only
	Number of Employment Centers Affected	No impact	**1**	**1**	**1**	2	2	Not analyzed**	Qualitative analysis only
Farmlands	Prime Farmland	No impact	68.5 ~~195.07~~acres	68.5 ~~309.60~~acres	68.62 ~~265.20~~acres	**38.44 ~~161.35~~acres**	**38.65 ~~168.09~~acres**	Not analyzed**	Qualitative analysis only
	Unique Farmland	No impact	**89.99 ~~167.87~~acres**	419.11 ~~191.11~~acres	421.54 ~~203.26~~acres	433.98 ~~289.22~~acres	530.82 ~~388.69~~acres	Not analyzed**	Qualitative analysis only
	Farmland of Statewide Importance	No impact	435.75 ~~422~~acres	466.70 ~~464.13~~acres	464.01 ~~472.77~~acres	**302.23 ~~305.90~~acres**	307.48 ~~319.01~~acres	Not analyzed**	Qualitative analysis only
	Farmland of Local Importance	No impact	756.12 acres	592.79 acres	619.23 acres	569.44 acres	**452.9 acres**	Not analyzed**	Qualitative analysis only
	Grazing Land	No impact	**237.42 acres**	240.73 acres	240.77 acres	246.1 acres	248.5 acres	Not analyzed**	Qualitative analysis only
	Williamson Act Land Affected	No impact	**119.85 acres**	243.70 acres	240.56 acres	240.62 acres	240.26 acres	Not analyzed**	Qualitative analysis only
Public Service and Utilities	Municipal Facilities Affected	No impact	108.5 acres City of Roseville Retention Basin	109 acres City of Roseville Retention Basin	100 acres City of Roseville Retention Basin	100 acres City of Roseville Retention Basin	**96 acres** City of Roseville Retention Basin	Not analyzed**	Potential encroachment into future Western Regional Sanitary Landfill expansion area
Visual and Aesthetics	Potential Level of Impact from Build Alternative	No impact	Moderate/High	Moderate/High	Moderate/High	**Moderate**	**Moderate**	Not analyzed**	Qualitative analysis only
Cultural Resources	Archaeological Resources	No impact	No identified impact	No identified impact	No identified impact	No identified impact	No identified impact	Not analyzed**	Qualitative analysis only
	Built Environment Resources	No impact	1 property and 3 potential properties	1 property and 3 potential properties	1 property and 3 potential properties	**1 property**	**1 property**	Not analyzed**	Qualitative analysis only
	Paleontological Resources	No impact	High sensitivity	High sensitivity	High sensitivity	High sensitivity	High sensitivity	Not analyzed**	Qualitative analysis only

* For the build alternatives, the greatest potential impact is shown in a shaded cell; the least potential impact is shown in **bold**. The greatest and least potential impacts are not identified for criteria resulting in identical impacts among all build alternatives.
** A quantitative analysis for this resource was performed for existing conditions only (2004) in order to determine potential environmental impacts under Existing Plus Project conditions.

Table ES-1 (Continued)
Summary of Potential Impacts from the Placer Parkway Alternatives

Potential Impact*		2004 No-Build	2004 Alternative 1 (Red)	2004 Alternative 2 (Orange)	2004 Alternative 3 (Blue)	2004 Alternative 4 (Yellow)	2004 Alternative 5 (Green)	2020	2040
For Tier 1 analysis, direct impacts assume all resources within a corridor would be affected. This is an extremely conservative assumption, which is likely to overstate impacts.									
Traffic and Transportation	Vehicle Miles of Travel (VMT)	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	**No-Build = 17,723,337** Alt 1 = 17,844,410 Alt 2 = 17,872,706 Alt 3 = 17,885,664 Alt 4 = 17,869,007 Alt 5 = 17,871,704	**No-Build = 25,977,539** Alt 1 = 26,419,100 Alt 2 = 26,472,170 Alt 3 = 26,482,608 Alt 4 = 26,476,869 Alt 5 = 26,455,500
	Level of Service Impacts	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	All Alternatives affect: • Portions of SR 70/99 • Portions of SR 65	All Alternatives affect: • Portions of SR 70/99 • Portions of SR 65 • Portions of Fiddyment Road • Portions of Sierra College Blvd • Portions of Valley View Parkway • Portions of Whitney Ranch Parkway
	Vehicle Hours of Delay 3-hour a.m. and 3-hour p.m. Commute Periods	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	LOS D: No Build = 35,694 **Alternative 1 = 34,206** Alternative 2 = 34,272 Alternative 3 = 34,409 Alternative 4 = 34,501 Alternative 5 = 34,382	LOS D: No Build = 100,775 Alternative 1 = 94,619 Alternative 2 = 95,077 Alternative 3 = 95,100 Alternative 4 = 95,493 Alternative 5 = 94,929
		Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	LOS E: No Build = 25,077 **Alternative 1 = 23,783** Alternative 2 = 23,880 Alternative 3 = 23,992 Alternative 4 = 24,077 Alternative 5 = 23,951	LOS E: No Build = 81,200 **Alternative 1 = 76,003** Alternative 2 = 76,450 Alternative 3 = 76,479 Alternative 4 = 76,885 Alternative 5 = 76,335
		Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	LOS F2[1] No Build = 16,447 **Alternative 1 = 15,448** Alternative 2 = 15,530 Alternative 3 = 15,617 Alternative 4 = 15,739 Alternative 5 = 15,588	LOS F2[1] No Build = 62,327 **Alternative 1 = 57,974** Alternative 2 = 58,463 Alternative 3 = 58,473 Alternative 4 = 58,885 Alternative 5 = 58,351

[1] LOS F2 is the added travel time for vehicles faced with 3 hours or more of LOS F conditions during the 3-hour a.m. and p.m. commute periods.

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** A quantitative analysis for this resource was performed for existing conditions only (2004) in order to determine potential environmental impacts under Existing Plus Project conditions.

Revised Table ES-1
Summary of Potential Impacts from the Placer Parkway Alternatives

Potential Impact*		2004 No-Build	2004 Alternative 1 (Red)	2004 Alternative 2 (Orange)	2004 Alternative 3 (Blue)	2004 Alternative 4 (Yellow)	2004 Alternative 5 (Green)	2020	2040
For Tier 1 analysis, direct impacts assume all resources within a corridor would be affected. This is an extremely conservative assumption, which is likely to overstate impacts.									
Air Quality	Construction Emissions – ROG, NO_X, PM_{10}	No impact	Exceeds FRAQMD and PCAPCD significance thresholds	Exceeds FRAQMD and PCAPCD significance thresholds	Exceeds FRAQMD and PCAPCD significance thresholds	Exceeds FRAQMD and PCAPCD significance thresholds	Exceeds FRAQMD and PCAPCD significance thresholds	N/A	N/A
	Operational Emissions-reactive organic gases (ROG)	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Alts 1-5 exceed FRAQMD significance thresholds	Alts 1-5 exceed FRAQMD significance thresholds Alts 1-5 exceed PCAPCD significance thresholds
	Operational Emissions – carbon monoxide (CO)	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Significance thresholds not exceeded	Significance thresholds not exceeded
	Operational Emissions – nitrogen oxide (NO_X)	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Alts 1, 2, 3, 4, and 5 exceed FRAQMD significance thresholds	Alts 1-5 exceed FRAQMD significance thresholds Alts 2, 3, 4, and 5 exceed PCAPCD significance thresholds
	Operational Emissions – respirable particulate matter (PM_{10})	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Significance thresholds not exceeded	Significance thresholds not exceeded
	Operational Emissions – sulfur dioxide (SO_X)	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Significance thresholds not exceeded	Significance thresholds not exceeded
Noise and Vibration	Noise at Residential Units Exceeding Threshold (66 dBA)	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	**Alt 1 = 0** Alt 2 = 2 Alt 3 = 2 **Alt 4 = 0** Alt 5 = 1	**Alt 1 = 0** Alt 2 = 2 Alt 3 = 2 **Alt 4 = 0** Alt 5 = 1
	Number of Roadways with projected increases in traffic noise > 12 dBA	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	No-Build = 1 Alt 1 = 1 Alt 2 = 1 Alt 3 = 1 Alt 4 = 1 Alt 5 = 1	No-Build = 15 **Alt 1 = 11** Alt 2 = 11 Alt 3 = 11 **Alt 4 = 10** **Alt 5 = 10**

* For the build alternatives, the greatest potential impact is shown in a shaded cell; the least potential impact is shown in **bold**. The greatest and least potential impacts are not identified for criteria resulting in identical impacts among all build alternatives.
** A quantitative analysis for this resource was performed for existing conditions only (2004) in order to determine potential environmental impacts under Existing Plus Project conditions.

Revised Table ES-1
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Potential Impact*		2004						2020	2040
		No-Build	Alternative 1 (Red)	Alternative 2 (Orange)	Alternative 3 (Blue)	Alternative 4 (Yellow)	Alternative 5 (Green)		
For Tier 1 analysis, direct impacts assume all resources within a corridor would be affected. This is an extremely conservative assumption, which is likely to overstate impacts.									
Energy	Estimated Fuel Consumption	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	Similar to but less than 2020	**No-Build = 717,544 gallons** Alt 1 = 722,445 gallons Alt 2 = 723,591 gallons Alt 3 = 724,115 gallons Alt 4 = 723,441 gallons Alt 5 = 723,550 gallons	**No-Build = 1,051,722 gallons** Alt 1 = 1,069,599 gallons Alt 2 = 1,071,747 gallons Alt 3 = 1,072,170 gallons Alt 4 = 1,071,938 gallons Alt 5 = 1,071,072 gallons
Hazardous Materials/Waste	Number of RECs potentially located within alignment	No impact	**3**	**3**	**3**	4	4	Not analyzed**	Qualitative analysis only
Hydrology and Floodplains	New Impervious Area	No impact	745 acres	737 acres	740 acres	624 acres	**622 acres**	Not analyzed**	Qualitative analysis only
	Stream/Canal Crossings	No impact	16	12	11	**10**	**10**	Not analyzed**	Qualitative analysis only
	Area Affected Within 100-Year Floodplain	No impact	**269 acres**	302 acres	317 acres	370 acres	372 acres	Not analyzed**	Qualitative analysis only
Geology – Soils, Seismic	Soils or Geology Affected; Seismic or Geologic Factors	No impact	No major potential impacts	No major potential impacts	No major potential impacts	No major potential impacts	No major potential impacts	Not analyzed**	Qualitative analysis only
Water Quality	Watersheds Traversed	No impact	5	5	5	**4**	**4**	Not analyzed**	Qualitative analysis only
Biology	Riparian Habitat	No impact	5.9 acres	12.3 acres	**4.8 acres**	**4.8 acres**	4.9 acres	Not analyzed**	Qualitative analysis only
	Potential Giant Garter Snake Habitat	No impact	340.8 acres	340.8 acres	340.8 acres	**268.2 acres**	**268.2 acres**	Not analyzed**	Qualitative analysis only
	Potential Swainson's Hawk/White-Tailed Kite Nesting Habitat	No impact	6.4 acres	7.9 acres	4.6 acres	**3.3 acres**	3.6 acres	Not analyzed**	Qualitative analysis only
	Potential Swainson's Hawk Foraging Habitat	No impact	1,024.0 acres	952.3 acres	989.0 acres	863.5 acres	**759.4 acres**	Not analyzed**	Qualitative analysis only
	Potential Valley Elderberry Longhorn Beetle Habitat	No impact	1.9 acres	1.3 acres	**1.2 acres**	**1.2 acres**	**1.2 acres**	Not analyzed**	Qualitative analysis only
	Wetlands	No impact	35.8 acres	30.9 acres	32 acres	28.3 acres	**28.0 acres**	Not analyzed**	Qualitative analysis only
	Vernal Pool Complexes	No impact	122.7 acres	124.1 acres	127.6 acres	**106.7 acres**	124.0 acres	Not analyzed**	Qualitative analysis only

* For the build alternatives, the greatest potential impact is shown in a shaded cell; the least potential impact is shown in **bold**. The greatest and least potential impacts are not identified for criteria resulting in identical impacts among all build alternatives.
** A quantitative analysis for this resource was performed for existing conditions only (2004) in order to determine potential environmental impacts under Existing Plus Project conditions.

Revised Table ES-1
Summary of Potential Impacts from the Placer Parkway Alternatives

Potential Impact*		2004						**2020**	**2040**
		No-Build	**Alternative 1 (Red)**	**Alternative 2 (Orange)**	**Alternative 3 (Blue)**	**Alternative 4 (Yellow)**	**Alternative 5 (Green)**		
For Tier 1 analysis, direct impacts assume all resources within a corridor would be affected. This is an extremely conservative assumption, which is likely to overstate impacts.									
Growth Inducement		No impact	Would help facilitate planned and proposed developments in the region and is expected to influence the timing of development in the vicinity of its proposed interchanges, particularly those proposed near vacant land adjacent to rapidly developing areas or areas now proposed for urban development	Would help facilitate planned and proposed developments in the region and is expected to influence the timing of development in the vicinity of its proposed interchanges, particularly those proposed near vacant land adjacent to rapidly developing areas or areas now proposed for urban development	Would help facilitate planned and proposed developments in the region and is expected to influence the timing of development in the vicinity of its proposed interchanges, particularly those proposed near vacant land adjacent to rapidly developing areas or areas now proposed for urban development	Would help facilitate planned and proposed developments in the region and is expected to influence the timing of development in the vicinity of its proposed interchanges, particularly those proposed near vacant land adjacent to rapidly developing areas or areas now proposed for urban development	Would help facilitate planned and proposed developments in the region and is expected to influence the timing of development in the vicinity of its proposed interchanges, particularly those proposed near vacant land adjacent to rapidly developing areas or areas now proposed for urban development	Not analyzed**	Qualitative analysis only
Section 4(f) Analysis	4(f) Resources in the study area	No impact	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	Not analyzed**	Qualitative analysis only

* For the build alternatives, the greatest potential impact is shown in a shaded cell; the least potential impact is shown in **bold**. The greatest and least potential impacts are not identified for criteria resulting in identical impacts among all build alternatives.
** A quantitative analysis for this resource was performed for existing conditions only (2004) in order to determine potential environmental impacts under Existing Plus Project conditions.

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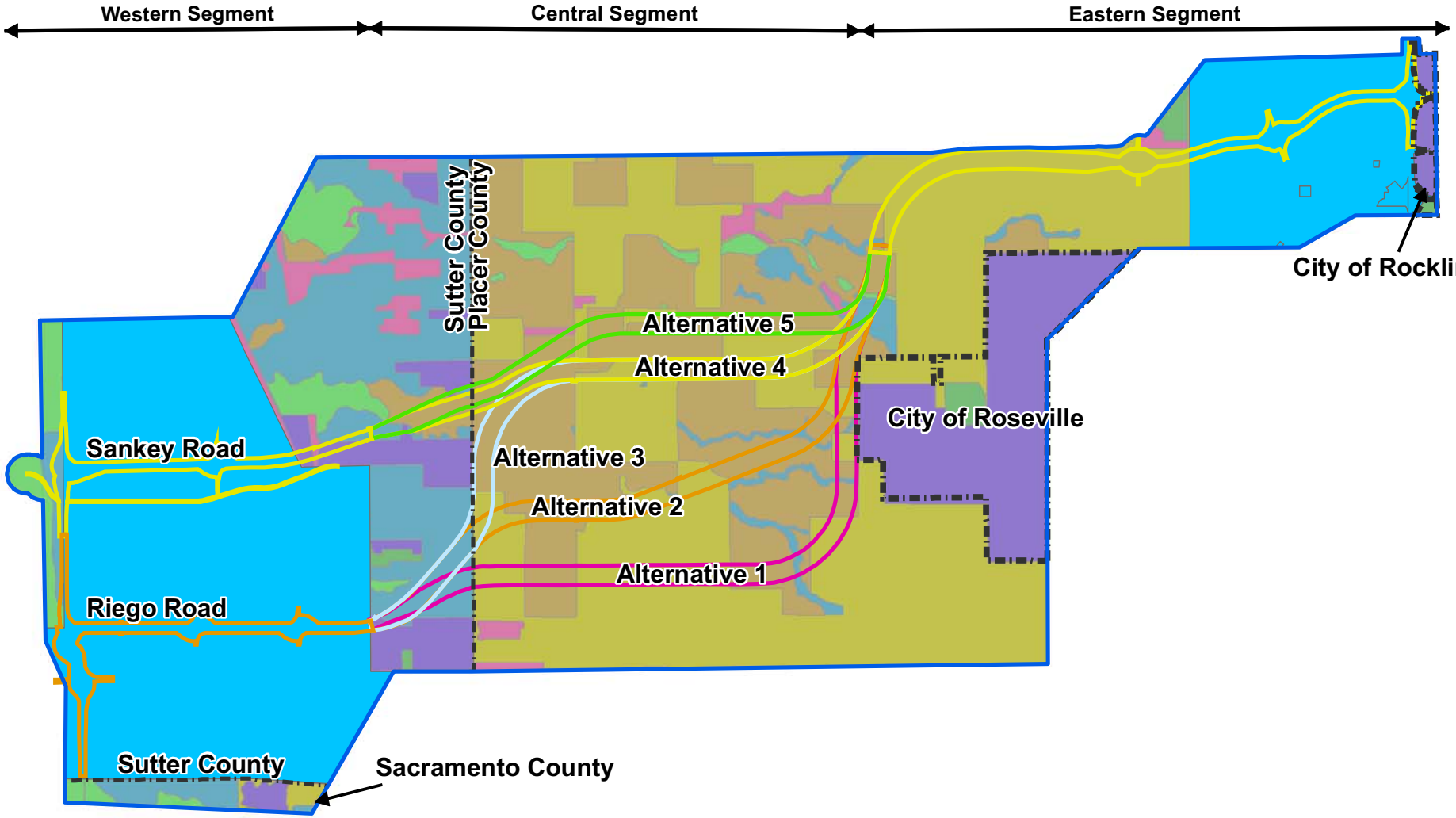

Source:
1. Placer County GIS data provided by Placer County Planning Department. Received: February 21, 2006.
2. Sutter County GIS data provided by Sutter County Planning Department. Received: February 16, 2006.
3. Sacramento GIS data provided by URS Corporation- Oakland, CA Received: February 17, 2006.

Placer County Important Farmland

- Urban and Built Up Land
- Grazing Land
- Farmland of Local Importance
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Other Land

Sutter County Important Farmland

- Urban and Built Up Land
- Grazing Land
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Other Land

Sacramento County Important Farmland

- Grazing Land
- Farmland of Local Importance
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Other Land

Other

- Non-Agricultural Land

PLACER PARKWAY CORRIDOR PRESERVATION

Tier 1 EIS/EIR

Important Farmland in Relation to Designated Land Use

Figure 4.1-4 (Revised)

January 2009

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agricultural resources in the study area. Comments received on the Draft Tier 1 EIS/EIR suggested that the agricultural resources classification presented in the Draft Tier 1 EIS/EIR was incorrect, as it was based on inaccurate and outdated Farmland Mapping and Monitoring Program (FMMP) data. Research undertaken to evaluate these suggestions confirmed that the data upon which the Draft Tier 1 EIS/EIR agricultural resource classifications had been based was correct at the time the database was accessed, but had subsequently been superseded as a result of periodic updates to FMMP GIS data. The Draft Tier 1 EIS/EIR text was revised to reflect this current classification and revised text is presented below and underlined. All other text in Section 4.4 remained unchanged. The implementation of these revisions resulted in the alternative with the least total impacts on all categories of farmland changing from Alternative 4 to Alternative 5, and the greatest from Alternative 2 to Alternative 3.

2.5 REVISIONS TO SECTION 4.9.3.7 – GREENHOUSE GASES

The Draft Tier 1 EIS/EIR included a Tier 1/Program level assessment of greenhouse gases (GHG) based on the regulatory environment at the time the Draft Tier 1 EIS/EIR was published. Since that time additional regulations have come into effect in California which are relevant to GHG emissions and transportation planning. This Partially Revised Draft Tier 1 EIS/EIR includes a discussion of these new regulations and associated implications for the Parkway project.

REVISIONS TO CHAPTER 5 – CEQA EVALUATION

Section 5.13.1 of this chapter was revised to clarify that potential impacts on vernal pool could include both direct and indirect impacts. As a result of changes to farmland data described in Section 3.4, this Chapter was also updated to reflect the new information, including a change in the Environmentally Superior Alternative from Alternative 4 to Alternative 5.

NEW APPENDIX G – ADDITIONAL ANALYSES PREPARED FOR U.S. ENVIRONMENTAL PROTECTION AGENCY AND U.S. ARMY CORPS OF ENGINEERS

In the context of discussions relating to the Least Environmentally Damaging Practicable Alternative (the "LEDPA"), in November 2007 the U.S. Environmental Protection Agency (U.S. EPA) and the U.S. Army Corps of Engineers (USCOE) asked additional questions related to the growth inducement potential and secondary and indirect impacts on biological resources beyond that contained in the Draft Tier 1 EIS/EIR. Their concerns focused on the inability of the project proponent, SPRTA, to *guarantee* that in the future, the proposed no-development buffer zones would not be reduced or that additional interchanges would not be constructed. SPRTA has no land use authority and cannot make such a guarantee.

Additional analysis was undertaken that included hypothetical buffer zone reductions and hypothetical interchanges that are not proposed by FHWA, Caltrans, or SPRTA, for the purpose of determining whether such actions would result in substantively different secondary and indirect impacts on biological resources. This information is provided to provide the results of the analysis to other agencies and to the public, in as transparent a method as possible. Additional analysis of cumulative impacts is also provided.

It should be stressed that buffer zone reductions and/or additional interchanges have not been and are not being proposed by FHWA or SPRTA as part of the Tier 1 process, and with the exception of a potential interchange with an extension of Watt Avenue, the need for additional interchanges have not been identified by any jurisdiction.

The analysis did not result in substantive changes in the analyses presented in the Draft Tier 1 EIS/EIR, and generally supported that document's assertion that the more northerly corridor alignment alternatives

would result in less growth inducement potential and less secondary and indirect impacts on biological resources than would more southerly corridor alignment alternatives.

3.0 REVISIONS TO THE DRAFT TIER 1 EIS/EIR

In order to illustrate text changes, revisions that have been made to the Draft Tier 1 EIS/EIR are indicated using a system of text strikeout and underlining. Text that has been deleted is shown as strikeout and text that has been inserted is shown underlined.

3.1 REVISED EXECUTIVE SUMMARY

The Farmlands paragraph on page E-10 of the Draft Tier 1 EIS/EIR is revised as shown below. Table ES-1, Summary of Potential Impacts from the Placer Parkway Alternatives, is revised to reflect this information, and is presented in its entirety on pages 9 through 13.

Farmlands

The build alternatives would convert between 1,578~~676.46~~ and 1,813~~990.06~~ acres of farmland, comprising ~~including~~ Prime Farmland, Farmland of Statewide Importance, Local Farmland, ~~and~~ Unique Farmland, and Grazing Land. Alternative 4 5 (*4 is deleted; 5 is added)* would affect the least – approximately 1,578~~676~~ acres. Alternative ~~2~~3 would affect the most – approximately 1,813~~990.06~~ acres. Each alternative would convert Williamson Act contracted lands, ranging from a minimum under Alternative 1 of 119.85 acres to a maximum under Alternative 2 of 243.7 acres.

3.2 REVISED SECTION 2.7 – AGENCY PERMITS AND APPROVALS

A new second paragraph is added, as follows:

Upon certification of the environmental document and approval of the project by SPRTA, the following General Plan amendments will be prepared and processed:

Amendments to Placer County General Plan

- Amend Circulation Plan Diagram for consistency with Placer Parkway's adopted corridor alignment alternative
- Amend Table 1-7, Functional Classification, to include Placer Parkway

Amendments to Sunset Industrial Area Plan

- Amend Circulation Diagram, Figure 2-1, for consistency with Placer Parkway's adopted corridor alignment alternative
- Amend Capital Improvement Program narrative on pages 2-1 and 2-2 to include Placer Parkway
- Amend narrative for post-2015 improvements on page 2-3 to include Placer Parkway

Amendments to Sutter County General Plan

- Amend General Plan for consistency with Placer Parkway's adopted corridor alignment alternative

3.3 REVISED SECTION 4.1 – LAND USE

As a result of updates to farmland data, described in Section 3.4 below, Figure 4.1-4, Important Farmland in Relation to Designated Land Use, was also revised and is included in this document.

3.4 REVISED SECTION 4.4 – FARMLANDS

The Draft Tier 1 EIS/EIR included a Tier 1/Program level assessment of potential impacts on farmland associated with the Parkway. This assessment included a discussion of current classification of agricultural resources in the study area. This classification is undertaken by the California Department of Conservation (DOC) Division of Land Resource Protection (DLRP) within the Farmland Mapping and Monitoring Program (FMMP). As part of the FFMP, agricultural resources are rated according to soil quality and irrigation status. These ratings are publicly available as maps and Geographic Information System (GIS) data.

Section 4.4.2.3 of the Draft Tier 1 EIS/EIR presented a description of agricultural resources in the study area based on classifications obtained from the Placer, Sutter, and Sacramento county databases, which were accessed in February 2006.

These databases were subsequently revised as a result of periodic updates to FMMP GIS data. These updates occur on an ongoing basis as the U.S. Department of Agriculture National Resources Conservation Service (NRCS), which provides FMMP data to the DLRP, continue to convert existing hard copy maps to digital format, a process which has been ongoing since 2003.

In order to ensure that the analysis of potential farmland impacts in the Draft Tier 1 EIS/EIR reflects most currently available information, this Partially Revised Draft Tier 1 EIS/EIR provides an updated analysis using the most current FMMP data. The most notable difference between data used for the Draft Tier 1 EIS/EIR and that used for this revised analysis was that several areas of farmland in Placer County that are currently classified as Farmland of Local Importance in Placer County had previously been classified as non-farmland based on data used for the Draft Tier 1 EIS/EIR. Section 4.4.3.3 of the Draft Tier 1 EIS/EIR was revised to reflect this current classification and revised text is presented below and underlined. Figures 4.4-1 and 4.4-2 were also revised to reflect this new information and are also included. All other text in Section 4.4 remained unchanged. The implementation of these revisions resulted in the alternative with the least total impacts on all categories of farmland changing from Alternative 4 to Alternative 5, and the alternative with the greatest total impacts changing from Alternative 2 to Alternative 3.

3.4.1 Revised Section 4.4.3.3 – Direct Impacts

Section 4.4.3.3 is revised as shown below.

The alternatives under evaluation involve land that is designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land as well as farmland that is under Williamson Act contracts.

No-Build Alternative

Under the No-Build Alternative, land for the Parkway would not be acquired and the Parkway would not be constructed. There would not be any impacts on farmland under the No-Build Alternative. Section 2.3.1 of the Draft Tier 1 EIS/EIR provides additional details of the No-Build Alternative.

Alternative 1 – the Red Alternative

Alternative 1 would impact approximately 1,587.87 ~~806.83~~acres of farmland within the study area, including 357.14 ~~355.60~~acres of Farmland of Statewide Importance, Prime Farmland, and Grazing Land in the Western Segment; 619.93 ~~422.61~~acres of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing Land in the Central Segment, and

611.20 ~~28.62~~acres of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing Land in the Eastern Segment.

Alternative 1 has the potential to affect two properties that are currently under Williamson Act protection, although cancellation of these two contracts has been proposed as part of the Placer Ranch Specific Plan development process. As shown in Table 4.4-9 in the Draft Tier 1 EIS/EIR, 119.85 acres of land would be affected. Both of the affected properties lie within the Eastern Segment of Alternative 1. The Western and Central segments of Alternative 1 do not pass through land that is protected by the act.

Alternative 2 – the Orange Alternative

Alternative 2 would potentially impact 1,788.22 ~~990.06~~acres of farmland~~, the most of any alternative~~. It would affect eight parcels and 243.7 acres of land currently under Williamson Act contract, all in Placer County. Farmland impacts in the Western and Eastern segments would be the same as described for Alternative 1. A total of 819.88 ~~605.84~~acres of all farmland categories would be impacted in the Central Segment. Alternative 2 would pass through six parcels in the Central Segment with 123.85 acres of contracted land.

Alternative 3 – the Blue Alternative

Alternative 3 would impact 1,814.18 ~~965.10~~acres of ~~important~~ farmland~~s~~ within the study area, which is the largest area of all alternatives. In addition, it would affect three parcels and 240.56 total acres of land currently under contract, all within Placer County. Alternative 3 farmland impacts in the Western and Eastern segments would be identical to those identified for Alternative 1. A total of 845.84 ~~580.88~~acres of all the farmland categories within the Central Segment would be affected~~, except for Farmland of Local Importance~~. The Alternative 3 corridor alignment would pass through one parcel under contract in the Central Segment, affecting 120.71 acres of land.

Alternative 4 – the Yellow Alternative

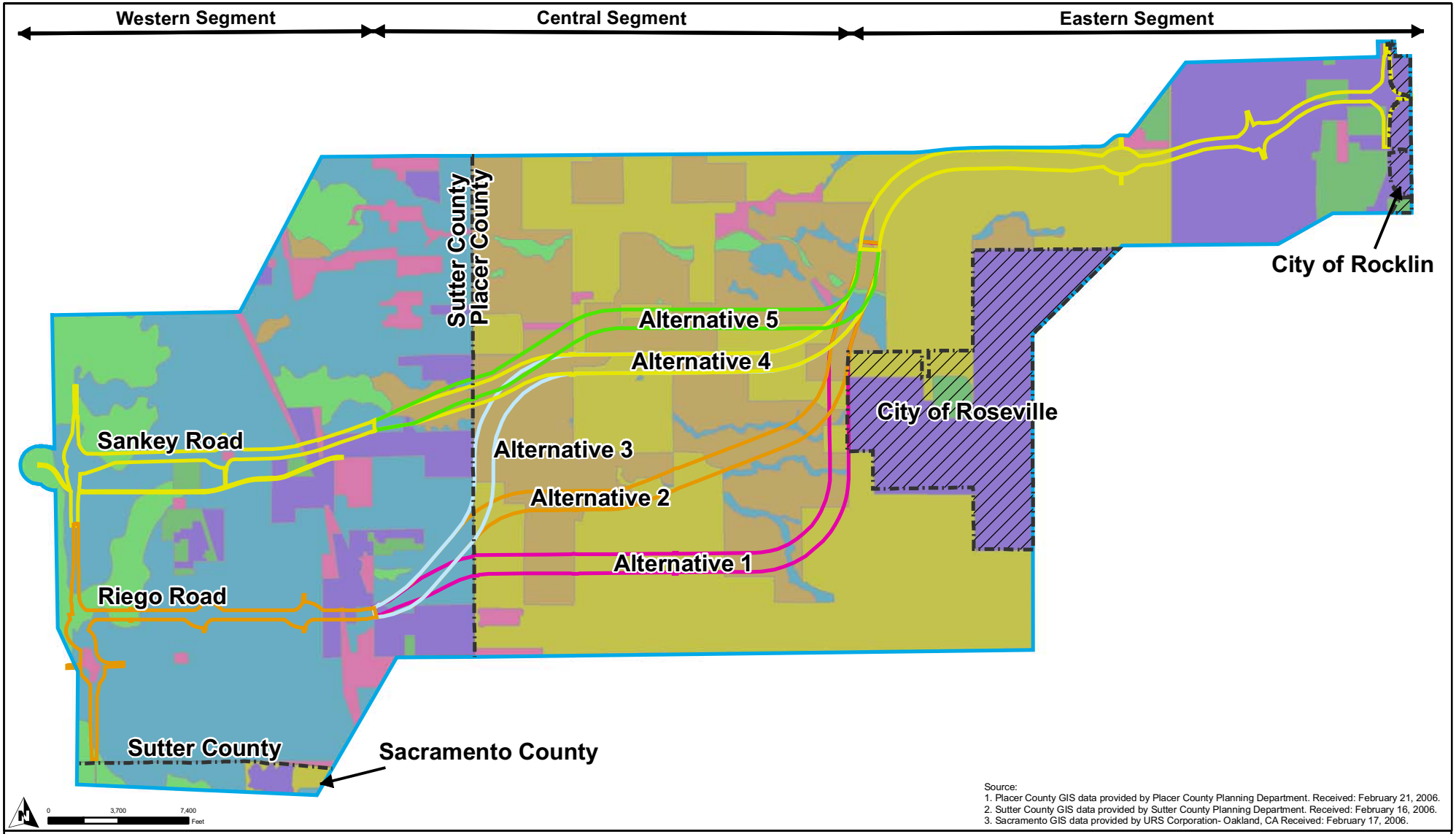
Alternative 4 would impact ~~the least amount of~~1,590.20 acres of ~~important~~ farmland ~~(792.46 acres)~~ within the study area. This includes 304.52~~68~~ acres of impacts to Farmland of Statewide Importance, Prime Farmland, Farmland of Local Importance, and Grazing Land in the Western Segment, and a total of 674.48~~459.16~~ acres of all the farmland categories within the Central Segment ~~except for Farmland of Local Importance~~. Farmland affected in the Eastern Segment of Alternative 4 would be the same as for Alternative 1.

Alternative 4 would affect a total of four parcels and 240.62 acres of land currently under contract. The Sankey Road interchange in the Western Segment potentially would impact 0.06 acre of contracted land in Sutter County. Impacts in the Central Segment would be the same as for Alternative 3, and impacts in the Eastern Segment would be the same as Alternative 1.

Alternative 5 – the Green Alternative

Alternative 5 would impact ~~909.04~~the fewest acres of farmland within the study area at 1,578.36 acres. This includes the same 304.52~~68~~ acres of impacts to Farmland of Statewide Importance, Prime Farmland, Farmland of Local Importance, and Grazing Land as in Alternative 4 in the Western Segment; a total of 662.64~~575.74~~ acres inclusive of all the farmland categories within the Central Segment ~~except for Farmland of Local Importance~~; and the same 611.20~~28.62~~ acres of ~~Unique F~~farmland impacts in the Eastern Segment as in all the corridor alignment alternatives.

Alternative 5 would affect four parcels and 240.26 total acres of land currently under contract. The Western Segment impacts would be the same as for Alternative 4, and Eastern Segment impacts would be the same as Alternative 1. Alternative 5 passes through two parcels in the Central Segment, affecting 120.35 acres of contracted land.



Source:
1. Placer County GIS data provided by Placer County Planning Department. Received: February 21, 2006.
2. Sutter County GIS data provided by Sutter County Planning Department. Received: February 16, 2006.
3. Sacramento GIS data provided by URS Corporation- Oakland, CA Received: February 17, 2006.

Placer County Important Farmland

- Urban and Built Up Land
- Grazing Land
- Farmland of Local Importance
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Other Land

Sutter County Important Farmland

- Urban and Built Up Land
- Grazing Land
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Other Land

Sacramento County Important Farmland

- Grazing Land
- Farmland of Local Importance
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Other Land

PLACER PARKWAY CORRIDOR PRESERVATION

Tier 1 EIS/EIR

Important Farmland

Figure 4.4-1 (Revised)

January 2009

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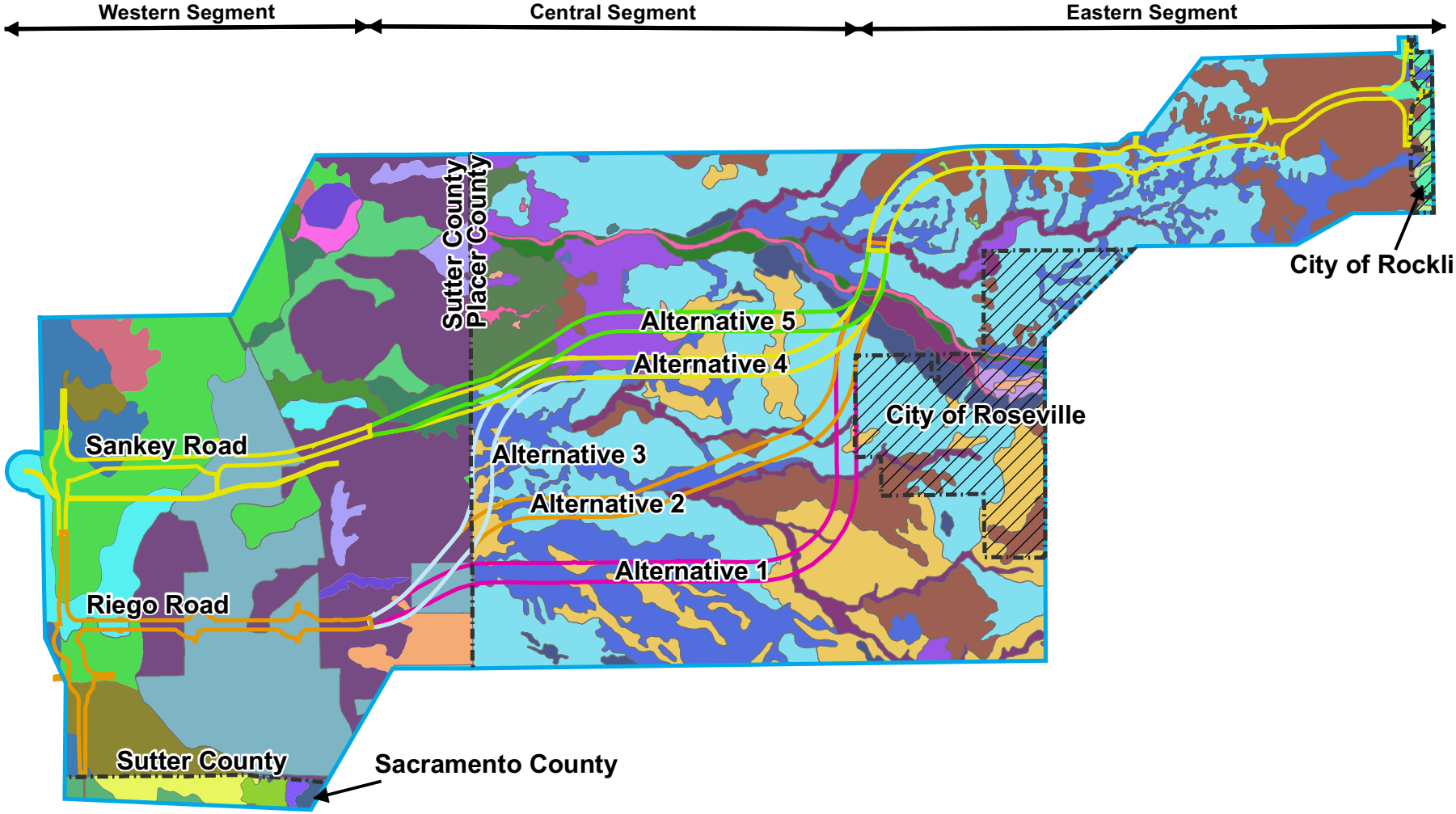

0 3,700 7,400 Feet

Source:
1. USDA, NRCS, Soil Survey Geographic (SSURGO) Data Base for Placer County, Sacramento County, and Sutter County.
4. Soil types may abruptly change at county boundary because each jurisdiction has their own soil classification system.
5. Although cities are separate entities they reside in host counties; therefore the soil classifications do not change due to city boundaries.

Placer County Soil Types
- 104-ALAMO-FIDDYMENT COMPLEX, 0 TO 5 PERCENT SLOPES
- 140-COMETA SANDY LOAM, 1 TO 5 PERCENT SLOPES
- 141-COMETA-FIDDYMENT COMPLEX, 1 TO 5 PERCENT SLOPES
- 142-COMETA-RAMONA SANDY LOAMS, 1 TO 5 PERCENT SLOPES
- 145-EXCHEQUER-ROCK OUTCROP COMPLEX, 2 TO 30 PERCENT SLOPES
- 146-FIDDYMENT LOAM, 1 TO 8 PERCENT SLOPES
- 147-FIDDYMENT-KASEBERG LOAMS, 2 TO 9 PERCENT SLOPES
- 154-INKS-EXCHEQUER COMPLEX, 2 TO 25 PERCENT SLOPES
- 162-KILAGA LOAM
- 175-RAMONA SANDY LOAM, 2 TO 9 PERCENT SLOPES
- 181-SAN JOAQUIN SANDY LOAM, 1 TO 5 PERCENT SLOPES
- 182-SAN JOAQUIN-COMETA SANDY LOAMS, 1 TO 5 PERCENT SLOPES
- 193-XEROFLUVENTS, OCCASIONALLY FLOODED
- 194-XEROFLUVENTS, FREQUENTLY FLOODED
- 195-XEROFLUVENTS, HARDPAN SUBSTRATUM
- 198-WATER

Sutter County Soil Types
- 104-CAPAY SILTY CLAY, 0 TO 2 PERCENT SLOPES
- 105-CAPAY SILTY CLAY, OCCASSIONALLY FLOODED, 0 TO 2 PRECENT SLOPES
- 109-CAPAY CLAY, HARDPAN SUBSTRATUM, 0 TO 2 PERCENT SLOPES
- 114-CLEAR LAKE CLAY, HARDPAN SUBSTRATUM, 0 TO 2 PERCENT SLOPES
- 123-COMETA LOAM, 0 TO 2 PERCENT SLOPES
- 128-EXETER SANDY LOAM, 0 TO 2 PERCENT SLOPES
- 129-GALT CLAY, 0 TO 2 PERCENT SLOPES
- 130-GALT CLAY, FREQUENTLY FLOODED, 0 TO 2 PERCENT SLOPES
- 137-JACKTONE CLAY, 0 TO 2 PERCENT SLOPES
- 140-MARCUM CLAY LOAM, 0 TO 2 PERCENT SLOPES
- 142-MARCUM CLAY LOAM,OCCASIONALLY FLOODED,0 TO 2 PERCENT SLOPES
- 158-SAN JOAQUIN SANDY LOAM, 0 TO 2 PERCENT SLOPES
- 159-SAN JOAQUIN SANDY LOAM,OCCASIONALLY FLOODED, 0 TO 2 PERCENT SLOPES
- 160-SAN JOAQUIN-ARENTS-DUROCHREPTS COMPLEX, 0 TO 1 PERCENT SLOPES
- 194PL-XEROFLUVENTS, FREQUENTLY FLOODED

Sacramento County Soil Types
- 115-CLEAR LAKE CLAY, HARDPAN SUBSTRATUM, DRAINED, 0 TO 1 PERCENT SLOPES
- 134-DIERSSEN SANDY CLAY LOAM, DRAINED, 0 TO 2 PERCENT SLOPES
- 152-GALT CLAY, 0 TO 2 PERCENT SLOPES
- 161-JACKTONE CLAY, DRAINED, 0 TO 2 PERCENT SLOPES
- 214-SAN JOAQUIN SILT LOAM, 0 TO 3 PERCENT SLOPES
- 24-WATER

PLACER PARKWAY

Tier 1 EIS/EIR

Soil Types in Placer, Sacramento, and Sutter Counties

Figure 4.4-2 (Revised)

January 2009

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Comparison of Alternatives

All of the build alternatives would affect more than 100 acres of Williamson Act contracted land; therefore, all are considered to have an impact on Williamson Act contracted land. The potential conversion of farmland associated with the alternatives (ranging from 1,578.36~~792.46~~ to 1,814.18~~990.06~~ acres) is considered "substantial."

Alternative 1 would potentially affect 1,587.87 ~~806.83~~ acres of farmland and the least amount of Williamson Act protected property at 119.85 acres.

Alternative 2 would potentially affect ~~the greatest amount~~ 1,788.22 acres of farmland ~~at 990.06 acres~~. However, t~~T~~his alternative would ~~also~~ impact the greatest amount of Williamson Act contracted land, 243.70 acres.

Alternative 3 would potentially affect the greatest amount of farmland at 1,814.18 acres~~965.10 acres of farmland~~ and 240.56 acres of Williamson Act land.

Alternative 4 would potentially affect ~~the least amount~~1,590.20 acres of farmland ~~at 792.46 acres~~ and would affect 240.62 acres of Williamson Act land.

Alternative 5 would potentially affect the least amount of farmland at 1,578.36 acres and would affect ~~909.04 acres of farmland and~~ 240.26 acres of Williamson Act land.

Revised Table 4.4-8 shows the amount of ~~important~~ farmland that potentially would be converted by each corridor alignment alternative and segment. Table 4.4-9 in the Draft Tier 1 EIS/EIR shows the amount of Williamson Act contracted lands that would be affected by each corridor alignment alternative. These project-related impacts to farmland are discussed by alternative below.

Revised Table 4.4-8
~~Important~~ Farmland Potentially Affected by Alignment Alternatives
(Acres)

Placer Parkway Segment	Type of Farmland					
	Farmland of Local Importance	Farmland of Statewide Importance	Prime Farmland	Unique Farmland	Grazing Land	Total Farmland
Western Segment – Alternatives 1, 2, and 3	0	275.24 ~~280.81~~	62.89 ~~62.88~~	0	19.01 ~~11.91~~	**357.14** **~~355.60~~**
Western Segment – Alternatives 4 and 5	0	238.63 ~~239.10~~	32.65 ~~32.64~~	0	33.24 ~~32.94~~	**304.52** **~~304.68~~**
Central Segment – Alternative 1	379.07 ~~0~~	155.71 ~~141.19~~	5.62 ~~132.19~~	70.52 ~~139.25~~	8.61 ~~9.98~~	**619.53** **~~422.61~~**
Central Segment – Alternative 2	215.67 ~~1.58~~	186.66 ~~183.32~~	5.69 ~~246.72~~	399.94 ~~162.49~~	11.92 ~~11.73~~	**819.88** **~~605.84~~**
Central Segment – Alternative 3	242.11 ~~0~~	183.97 ~~191.96~~	5.73 ~~202.32~~	402.07 ~~174.64~~	11.96	**845.84** **~~580.88~~**
Central Segment – Alternative 4	192.32 ~~0~~	58.80 ~~66.8~~	5.79 ~~128.71~~	414.51 ~~260.6~~	3.06 ~~3.05~~	**674.48** **~~459.16~~**
Central Segment – Alternative 5	75.78 ~~0~~	64.05 ~~79.91~~	6.00 ~~135.45~~	511.35 ~~360.07~~	5.46 ~~.31~~	**662.64** **~~575.74~~**
Eastern Segment – All Alternatives	377.12 ~~0~~	4.80 ~~0~~	0	19.47 ~~28.62~~	209.81 ~~0~~	**611.20** **~~28.62~~**
Source: DOC FMMP-2002 data for Placer County and 2004 data for Sutter County; and California Spatial Information Library GIS database.						

3.4.2 Revised Section 4.4.3.5 – Cumulative Impacts (Farmlands)

Section 4.4.3.5 is revised as shown below.

No-Build Alternative

Under the No-Build Alternative (see Section 2.3.1 of the Draft Tier 1 EIS/EIR), land for the Parkway would not be acquired and the Parkway would not be constructed. There would not be any cumulative impacts on farmlands under the No-Build Alternative.

Alternatives 1 Through 5

Potential adverse impacts on farmlands associated with the Parkway could contribute to cumulative impacts associated with planned and proposed development in the study area. The combined effects of farmland conversion and Williamson Act contract cancellation or nonrenewal could increase adverse impacts associated with individual projects, through the loss of agricultural resources or support services and increasing conflicts with urban development. All five alternatives would cross the Central Segment in a generally east-west direction, potentially intensifying the farmland fragmentation impacts and agricultural viability of farms affected by existing and planned high capacity power lines in the western portion of the Central Segment, since these facilities are generally aligned in a north-south direction and can impede agricultural activities such as rice seeding or crop dusting.

Depending on the alternative, the project could impact between 1,578.36 and 1,814.18 ~~792.46 and 990.06~~acres of farmland and between 119.85 and 243.70 acres of Williamson Act contracted land. As shown in ~~on~~ Revised Table 4.4-10, other anticipated urban development and roadway projects (excluding the Parkway) in the study area would convert an additional 5,268.92 acres of Farmland of Statewide Importance, 5,865.78 acres of Farmland of Local Importance, 817.19 acres of Prime Farmland, 2,499.51 acres of Unique Farmland, and 1,301.14 acres of Grazing Land~~5,203 acres of Farmland of Statewide Importance, 1,429 acres of Prime Farmland, 6,687 acres of Unique Farmland, and 250 acres of Grazing Land~~. The converted farmland would also include nearly 717 acres of Williamson Act contracted land within Sutter and Placer counties, as shown in Table 4.4-11 in the Draft Tier 1 EIS/EIR.

Revised Table 4.4-10
Cumulative Impacts to Farmland
(Acres)

Type of Farmland	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Cumulative Projects (excluding Placer Parkway)
Farmland of Local Importance	756.19 ~~0~~	592.79 ~~1.58~~	619.23 ~~0~~	569.44 ~~0~~	452.9 ~~0~~	5,865.78 ~~0~~
Farmland of Statewide Importance	435.75 ~~425.35~~	466.70 ~~464.24~~	464.01 ~~472.77~~	302.23 ~~305.90~~	307.48 ~~319.01~~	5,268.92 ~~5,203.00~~
Prime Farmland	68.51 ~~195.90~~	68.58 ~~309.46~~	68.62 ~~265.20~~	38.44 ~~45.35~~	38.65 ~~168.09~~	817.19 ~~1,429.00~~
Unique Farmland	89.99 ~~168.69~~	419.41 ~~190.70~~	421.54 ~~174.64~~	433.98 ~~289.22~~	530.82 ~~388.69~~	2,499.51 ~~6,687.00~~
Grazing Land	237.43 ~~22.28~~	240.74 ~~23.83~~	240.78 ~~23.87~~	246.11 ~~35.99~~	248.51 ~~32.25~~	1,301.14 ~~250.00~~
Total of all types of Farmland	**1587.87** **~~806.83~~**	**1,788.22** **~~990.06~~**	**1,814.18** **~~936.48~~**	**1,590.20** **~~792.46~~**	**1,578.36** **~~908.04~~**	**15,752.54** **~~13,569.00~~**
Total for Cumulative Projects, including Placer Parkway	**17,340.41** **~~14,375.83~~**	**17,540.76** **~~14,559.06~~**	**17,566.72** **~~14,505.48~~**	**17,342.74** **~~14,245.46~~**	**17,330.90** **~~14,477.04~~**	**N/A**
Source: URS and NFA GIS database, with NFA data analysis						

3.5 REVISED SECTION 4.9.3.7 – GREENHOUSE GAS EMISSIONS

The following text is additional information inserted at the end of Section 4.9.3.7.

2008 Update to Greenhouse Gases

Regulatory Background

California's major initiatives for reducing climate change or greenhouse gas (GHG) emissions were summarized in the Draft Tier 1 EIS/EIR. These include Assembly Bill (AB) 32 (signed into law 2006) and a 2005 Executive Order (S-03-05). These efforts aim at reducing GHG emissions to 1990 levels by 2020. This represents a reduction of about 25 percent, and with an 80 percent reduction below 1990 levels being required by 2050. The main strategies for making these reductions are outlined in a document produced by the California Air Resources Board (CARB) called the Scoping Plan.

This section summarizes additional laws and implementation measures since the Draft Tier 1 EIS/EIR was distributed for public review, to provide additional background on the issue of GHG emissions and actions to reduce GHG emissions. This information is focused on the transportation-related aspects as relevant to Placer Parkway; other aspects of these laws, policies, guidance documents and regulations are not discussed.

Senate Bill 97

Senate Bill (SB) 97 became effective on January 1, 2008, and requires the Office of Planning and Research to prepare CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions by July 1, 2009, and the Resources Agency to adopt the guidelines on or before January 2010.

Senate Bill 375

On September 30, 2008, Governor Schwarzenegger signed into law SB 375, which requires additional coordination between transportation planning and land use planning. SB 375 directs CARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. CARB will also work with California's eighteen metropolitan planning organizations to align their regional transportation, housing and land-use plans and prepare a "sustainable communities strategy" to reduce the amount of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its greenhouse gas reduction targets (CARB, 2008a).

Scoping Plans

CARB is the lead agency for implementing AB 32, which set the major milestones for establishing the program. AB 32 requires the CARB to prepare a Scoping Plan containing the main strategies that will be used to achieve reductions in GHG emissions in California. On June 26, 2008 CARB staff presented the initial draft of the AB 32 Scoping Plan to its Board for review. The Scoping Plan to be presented to the CARB for adoption in December 2008 has now been released (October 2008).

Relative to transportation, the Scoping Plan includes nine measures or recommended actions. Several of these are related to vehicle GHG, fuel, and efficiency measures and would be implemented statewide rather than on a project by project basis. The one recommended action relevant to Placer Parkway is measure T-3, Regional Transportation-Related Greenhouse Gas Targets. This measure relies on SB 375 implementation to reduce GHG emissions from passenger vehicles. SB 375 references the regional "blueprint" process to prepare land use allocations in the regional transportation plan, as a process to build upon in developing the sustainable communities strategy required by SB 375.

The measures in the Scoping Plan, once approved by the CARB, will be developed into regulations, with more detail and specific mechanisms, over the next two years. Measures will be developed and adopted through the normal rulemaking process, and will be in place by 2012. Under SB 375, the regional GHG emission reduction targets are to be in place by September 30, 2010, with a draft due to each region no later than June 30, 2010.

CEQA Thresholds for GHG Impacts

At the time the Draft Tier 1 EIS/EIR was distributed, there was no statewide, or even regionally adopted threshold for determining the significance of GHG emissions from a project. This has not changed and no new threshold is included here.

Several threshold identification efforts are underway by various agencies, in addition to the Office of Planning and Research effort to comply with SB 97. At the time of publication of this Recirculated document, no regional or statewide threshold has been adopted.

CARB has developed a *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*, October 24, 2008. This preliminary threshold addresses industrial and residential/commercial projects; a preliminary threshold for transportation projects is not available at this time. The preliminary threshold describes the CARB staff belief that zero thresholds are not mandated, but that "any non-zero threshold must be stringent enough to make substantial contributions to reducing the State's GHG emissions peak" (CARB, 2008b, page 4) and to contribute to meeting interim and long-term emissions reductions targets.

To assist lead agencies with evaluating the significance of GHG emissions, the California Air Pollution Control Officer's Association prepared a "white paper" reviewing policy choices, analytical tools, and mitigation strategies (CAPCOA, 2008). This paper considers the application of potential thresholds and offers three alternative programmatic approaches towards determining whether greenhouse gas emissions are significant.

Local Air Districts

The proposed project lies within both the Placer County Air Pollution Control District (PCAPCD) and the Feather River Air Quality Management District (FRAQMD). The PCAPCD is currently developing its own climate change guidelines, which are expected within the next year. The FRAQMD does not currently have climate change guidelines.

Climate Change/Greenhouse Gases Impacts

The Draft Tier 1 EIS/EIR included a preliminary quantification of GHG operational impacts of the project (see page 4.9-29 and the Air Quality Technical Memorandum, pages 6-6 – 6-7 and 7-8. As explained in the Draft Tier 1 EIS/EIR, due to the Tier 1 nature of available information, only limited data was available. The analysis represents an overestimate of GHG emissions due to several factors, including the fact that information was not available to calculate the emissions reductions due to the decrease in travel time, faster traveling speed, and less congested roadways (reduction in vehicle hours traveled) with the project. The Draft Tier 1 EIS/EIR evaluated project impacts based on an assessment of the project's compliance with applicable regional planning and air quality policies. Placer Parkway is included in the Regional Transportation Plan, and that plan has been determined to conform with the State Implementation Plan for Clean Air Act conformity.

The impact analysis is not being updated as part of this document because the document is still at a Tier 1 level of detail and no additional information is available that would change the prior calculations. Further calculations will be conducted in the Tier 2 analysis.

The Proposed Project and Regional Planning

The Sacramento Area Council of Governments (SACOG) has developed the Sacramento Region Blueprint Project, which is a planning tool to predict how current land use decisions will affect the development of Sacramento area communities by the year 2050. It is also a vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low density development.

The Blueprint Project involved numerous public workshops with local government staff and elected officials to produce two development projections: a Base Case and a Preferred Blueprint Scenario. The Base Case is a projection of what the Sacramento area would look like in 2050 if current land use plans and decisions were carried out. The Preferred Blueprint Scenario depicts a way for the region to grow using "smart growth" principles, which include compact development, mixed-use development, and a variety of transportation choices. These methods of development would all serve to decrease the amount of automobile travel, alleviating congestion and decreasing emissions. The transportation sector is by far the biggest contributor to greenhouse gas emissions in the state.

The Preferred Blueprint Scenario is part of SACOG's Metropolitan Transportation Plan for 2035, the long-range transportation plan for the six-county region. It also serves as a framework to guide local government in growth and transportation planning through 2050. The Preferred scenario included transportation projects that would still fit in with the "smart growth" vision of the Blueprint Project. The Placer Parkway project is included in this Preferred Scenario.

It would be speculative at this point to make assumptions about the regional GHG targets to be set in accordance with SB 375. But, given SB 375's reference to the blueprint planning process, an emphasis that is continued in the Scoping Plan, it is expected that the targets and sustainable community strategy for the region would either rely on, or build upon the SACOG Preferred Blueprint Scenario. The Preferred Scenario incorporates smart growth and energy efficient community principles, and the proposed project is included in this Preferred Scenario. Therefore, the Parkway project is expected to be consistent with regional plans and policies designed to accommodate population growth in a carbon efficient way, as stated in the Scoping Plan on page C-75.

3.6 REVISED CHAPTER 5 – CEQA EVALUATION

3.6.1 Revised Section 5.3.1 – Significant and Unavoidable Impacts (Farmlands)

The first paragraph of Section 5.3.1 is revised as shown below.

Farmland Conversion

The project would convert between 1,578~~792.46~~ (Alternative 4 5) (*4 is deleted; 5 is added)* and 1,813 ~~990.06~~ (Alternative ~~2~~3) acres of farmland, depending on the alternative selected (see Revised Table 4.4-8). This would be a significant and unavoidable impact of the project because this is a substantial amount of farmland conversion, and converting substantial amounts of farmland is inconsistent with state and county goals and policies relative to the importance of maintaining farmland resources. Two strategies for mitigation of farmland impacts are provided in Section 4.4.4.1 of the Draft Tier 1 EIS/EIR. Mitigation Strategy No. 1 would provide full replacement of the agricultural land lost for

the Parkway, and Mitigation Strategy No. 2 could also provide full replacement via agricultural easements administered by land trusts or other non-profit entities.

3.6.2 Revised Section 5.13.1 – Significant and Unavoidable Impacts (5.13 Biological Resources)

The third paragraph of Section 5.13.1 is revised as shown below.

Vernal Pools and Wetlands

Vernal pools and other federally protected wetlands would be significantly affected by each of the proposed build alternatives. The area of habitat that is within each of the corridor alignment alternatives is presented in Table 4.14-4, and range from a high of 167.3 acres under Alternative 2 to a low of 137.8 acres under Alternative 4. In addition, vernal pool wetland features adjacent to the project corridor could be indirectly impacted as described in Section 4.14.3.4. Mitigation for direct and indirect impacts to vernal pools and other wetlands would be directed by principles set by the Placer County Conservation Plan (if implemented), and would include avoidance, minimization, or mitigation through in-lieu fee payment or acquisition of conservation lands. Implementation of these mitigation strategies would reduce non-vernal pool wetland impacts to a less-than-significant level.

Mitigation for vernal pool impacts associated with the Placer Parkway project (with or without the PCCP) would have two components: (1) habitat preservation, and (2) habitat creation. Habitat preservation in Placer County is complicated by the lack of habitat available that has not already been designated for conservation or development. Therefore, preservation in Placer County might not be possible if there are not suitable lands that can be acquired. If it is necessary to direct vernal pool preservation efforts outside of Placer County it may be difficult to satisfy the mitigation requirements because the preservation would not meet the goals of the USFWS recovery plan for vernal pool species or the goals of the PCCP. Habitat creation in Placer County is possible, but creating habitat that meets the same functions as the affected habitat could be difficult. Vernal pools rely on a close relationship between upland habitats and small-scale hydrologic conditions. If a site does not have the right subsurface conditions (a seasonally perched groundwater table over a hardpan or claypan), it may be difficult to achieve the appropriate duration of ponding and therefore the vernal pool flora and aquatic fauna may not become established. Much of the land that is potentially available for vernal pool creation in western Placer County has been cultivated in the past which often disrupts the topography and the subsurface hydrology. To the extent that replacement, re-creation, or restoration of vernal pools would be feasible, this impact would be reduced. Implementation of the mitigation strategies would substantially lessen the impact of the loss of vernal pool wetlands. However, because the mitigation strategies do not guarantee replacement of the affected onsite vernal pools, SPRTA has determined that the impact would remain significant and unavoidable.

3.6.3 Revised Section 5.18 – Cumulative Impacts

The fourth paragraph of Section 5.18 is revised as shown below. The three paragraphs preceding it are provided here for context, below.

Information regarding cumulative impacts is found in each section of Chapter 4 of the Draft Tier 1 EIS/ EIR, as well as in each Technical Study and Memorandum referenced above.

Chapter 3 characterizes the 2040 cumulative scenario in the study area against which potential cumulative environmental impacts have been evaluated. Each of the technical analysis sections in Chapter 4 includes a discussion of potential cumulative impacts associated with the project. This method of analysis satisfies both NEPA and CEQA requirements to evaluate the proposed project's contribution to the effect on the environment caused by the accumulation of past, present, and

reasonably foreseeable projects. The discussion below presents a summary of these impacts and makes a conclusion pursuant to CEQA as to the significance of these impacts; impacts that were not cumulatively significant are not discussed.

Land Use and Farmland

The combined effects of farmland conversion and Williamson Act contract cancellation or nonrenewal could increase adverse impacts associated with individual projects, through the loss of agricultural resources or support services and increasing conflicts with urban development. This would be a cumulatively significant impact. All five alternatives would cross the Central Segment in a generally east-west direction, potentially intensifying the farmland fragmentation impacts and agricultural viability of farms affected by existing and planned high-capacity power lines in the western portion of the Central Segment, since these facilities are generally aligned in a north-south direction and can impede agricultural activities such as rice seeding or crop dusting.

As shown on Revised Table 4.4-10 in Section 4.4, Farmlands, it is estimated that other anticipated urban development and roadway projects in the study area would convert 5,269~~03~~ acres of Farmland of Statewide Importance, 817~~1,429~~ acres of Prime Farmland, 2,499~~6,687~~ acres of Unique Farmland, and 1,301~~250~~ acres of Grazing Land. The converted farmland would also include nearly 717 acres of Williamson Act contracted land within Sutter and Placer counties, as shown in Table 4.4-11 in Section 4.4. Depending on the alternative, the project could impact between 1,578 ~~676.46~~ (Alternative 5) and 1,813~~990.06~~ acres (Alternative 3) of farmland and between 119.85 and 243.70 acres of Williamson Act contracted land. This could represent an incremental contribution to the cumulative conversion of designated farmland. This would be a significant cumulative impact of the project.

3.6.4 Section 5.19 – Environmentally Superior Alternative

The introductory text of Section 5.19 is not revised; it is included to provide context for the revisions to Sections 5.19.3 and 5.19.4, below.

To determine the environmentally superior alternative, all alternatives were evaluated with respect to their ability to avoid or substantially lessen significant environmental effects or provide meaningful differences in less-than-significant impacts, and their ability to meet the purpose and need for the project.

This analysis evaluates the No-Build Alternative, followed by the build alternatives. Build alternatives are considered in two ways. First, system-wide impacts—traffic, air quality, noise and energy—are evaluated. These are impacts that are a function of traffic movements, including vehicles miles traveled and vehicle hours of delay attributable to an alternative by virtue of where it connects to the State Routes and where other interchanges would occur. Such impacts have a broader impact that can be identified within a specific geographic segment, and extend beyond the project study area.

Second, the analysis considers impacts on environmental resources by geographic segment, where such impacts can be quantified. This is useful because it provides a clear focus on differences among alternatives: there are two alignments in the Western Segment, five alignments in the Central Segment, and one alignment in the Eastern Segment. This segment analysis therefore focuses on the differences between a SR 70/99 connection one-half mile north of Riego Road or at Sankey Boulevard, and differences among alternatives in the Central Segment.

3.6.5 Revised Section 5.19.3 – Impacts of Build Alternatives by Segment

The third paragraph of Section 5.19.3, Central Segment, on page 5-33 and Table 5-1 are revised as shown below.

Several significant unmitigable impacts in the Central Segment differentiate the build alternatives. Alternatives 1, ~~2, 3,~~ 4, and 5 would convert similar amounts of farmland in the Central Segment to transportation uses, ranging from 620 acres (Alternative 1) to 674~~3~~ acres (Alternative 4)~~from 672 to 903 acres of farmland to transportation uses, with Alternatives 4 and 5 converting the least (677 and 672 acres, respectively) and Alternative 1 converting the most (903 acres)~~. Alternatives 2 and 3 would convert the most, 820 and 846 acres, respectively. Effects on farmland in the Central Segment by alternative are shown on Revised Table 5-1. Overall, Alternatives~~ 1 and 4~~5~~ would have the least impacts on farmlands in the Central Segment, followed by Alternative 5.

Revised Table 5-1
~~Important~~ Farmlands Affected in the Central Segment

Alternative	Type of ~~Important~~ Farmland Affected (acres)						
	Farmland of Local Importance	Farmland of Statewide Importance	Prime Farmland	Unique Farmland	Grazing Land	Total Farmland	Williamson Act Lands
1	379.07	155.71 ~~141~~	5.62 ~~132~~	70.52 ~~139~~	8.61	**619.53**	0
2	215.67	186.66 ~~183~~	5.69 ~~247~~	399.9 ~~162~~	11.92	**819.84**	124
3	242.11	183.97 ~~192~~	5.73 ~~202~~	402 ~~175~~	11.96	**845.77**	121
4	192.32	58.8 ~~67~~	5.79 ~~129~~	414 ~~261~~	3.06	**673.97**	121
5	75.78	64.05 ~~80~~	6.0 ~~135~~	511 ~~360~~	5.46	**662.29**	120

3.6.6 Revised Section 5.19.4 – Conclusion

Section 5.19.4 is revised as shown below.

The system-wide transportation, air quality, noise, and energy analyses are based upon forecasted VMT and, for traffic, vehicle hours of delay. The analysis indicates that all build alternatives would reduce the significant traffic congestion that would occur without the project on most local roadways in 2020 and in 2040. Alternative 1 would result in slightly fewer VMT and slightly more VHD, and would therefore be slightly preferred, although there is no clear preference among build alternatives with respect to traffic because the differences among them are not substantive. The increase in VMT among all build alternatives differs by less than one-quarter of 1 percent. The decrease in VHD among all build alternatives differs by less than 1 percent overall. Differences among build alternatives with respect to air quality are also not substantial, except that Alternative 1 would not exceed the PCAPCD significance threshold for NO_X in 2040. The No-Build Alternative and Alternatives 1 and 4 would have the fewest projected noise impacts in 2020, while Alternatives 4 and 5 would be quieter or need less mitigation in 2040. Alternative 5 would have the fewest impacts on farmlands.

The analysis by segment indicates a preference for alternatives connecting at Sankey Road (Alternatives 4 and 5) in the Western Segment, based on the lesser amount of significant unmitigable impacts on prime

farmland and farmlands of statewide importance; visual impacts; and impacts on biological resources, including substantially fewer impacts on vernal pool complexes.

In the Central Segment, Alternative 4 would be preferred over other build alternatives, due to the lesser amount of ~~significant unmitigable impacts on prime farmland and farmlands of statewide importance;~~ impacts to potential historic resources and impacts to biological resources, again with the least impact on vernal pool complexes.

An examination of impacts before mitigation indicates that all alternatives would affect approximately a similar number of residential communities and homes. Alternative 1 would have the least impact on the 100-year floodplain. Alternatives 1, 2, and 3 would have the most impact on hydrology and water quality; Alternative 1 would have the most impacts and Alternatives 4 and 5 the least. Alternatives 1, 2, and 3 would potentially have a slightly greater impact on hazardous waste than Alternative 4 or 5.

Based on this analysis, the No-Build Alternative is the Environmentally Superior Alternative, except with respect to traffic, where it is substantially worse than all build alternatives. Among the build alternatives, Alternative 4 5 (*4 is deleted; 5 is added)* is the Environmentally Superior Alternative.

3.7 NEW APPENDIX G

Appendix G, Additional Analyses Related to Biological Impacts Prepared for U.S. EPA and U.S. Army Corps of Engineers, is added as a new Appendix.

4.0 REFERENCES

CAPCOA (California Air Pollution Control Officer's Association), 2008. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January.

CARB (California Air Resources Board), 2008a. CARB web site. http://gov.ca.gov/fact-sheet/10707/. Accessed October 8, 2008.

CARB (California Air Resources Board), 2008b. Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act.

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