

CHAPTER 20 – CUMULATIVE IMPACTS

INTRODUCTION

This chapter discusses the cumulative impacts of the MTP 2035. The State CEQA Guidelines define a cumulative impact as one in which two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. (State CEQA Guidelines Section 15355.)

CEQA REQUIREMENTS

State CEQA Guidelines Section 15130 describes the requirements for the discussion of cumulative impacts in an EIR. It states that an EIR will discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The discussion will reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as much detail as is provided for the impacts attributable to the project alone.

Cumulative impacts may be discussed in the form of either:

- a list of past, present, or reasonably foreseeable probable future projects producing related cumulative impacts; or
- a summary of projections contained in an adopted general plan or related planning document, or in a prior adopted or certified environmental document.

Because the project in this case is the MTP 2035, cumulative impacts are evaluated by the plan approach. In accordance with Section 15130 (b) (1) (b), the analysis of the cumulative impacts of the MTP 2035 relies upon the regional employment, population, and housing growth projected adopted by the SACOG Board of Directors (SACOG, 2005). As discussed in Chapter 15, *Population and Housing*, the forecast was developed by examining job growth in the nation and in California, then evaluating the region's competitive position by industry. SACOG staff then allocated the employment, population and housing growth to specific geographic locations using recent growth trends, planned projects (both adopted and in-process) in each jurisdiction, planning-related issues such as flood control, habitat and infrastructure, and the long-range planning projects of jurisdictions.

The MTP Plan area is defined as the six-county metropolitan planning area centering on Sacramento, California, including the counties of Sacramento, Sutter, Yolo, and Yuba, and for Placer and El Dorado Counties except for the Lake Tahoe Basin. Projections indicate that population in the MTP Plan Area is expected to grow by almost 1.3 million people, an increase of about 63%, between 2005 and 2035 (SACOG, 2007). Total population in the MTP Plan Area in 2035 is projected to be approximately 3.4 million, or 6.6% of the 2035 population of California as projected by the California Department of Finance (DOF). During the same period, employment is expected to increase by about approximately a half a million, a 54% increase.

The following cumulative impact assessment is based on the assumption that regional population growth will be consistent with this adopted forecast. Cumulative impacts are analyzed in accordance with the criteria for determining significance presented in Chapters 4 – 19 of this EIR.

CUMULATIVE IMPACT ASSESSMENT

The State CEQA Guidelines encourage agencies to use a program EIR in circumstances involving implementation of a series of related projects. A program EIR is an environmental document that provides a framework for future environmental analyses. The use of a program-level EIR allows SACOG to characterize the MTP 2035 as the “project” being analyzed, and to consider the broad, regional effects of a program of actions.

The impact analyses contained in chapters 4–19 are effectively the cumulative impact analyses for this regional program of actions. The analyses examine the cumulative effects of each resource topic through build-out of the MTP. Where feasible, the cumulative impact analysis is quantitative (e.g., traffic, air quality, and noise modeling considers the proposed plan’s effects together with all past, present, and reasonably foreseeable future projects built into the traffic model; acreage of prime farmlands and sensitive habitats are calculated). Where quantitative analysis is not feasible, analyses are qualitative.

Significant and Unavoidable Cumulative Impacts

The MTP would make a cumulatively considerable contribution when its impacts are identified as significant and unavoidable. Below are the significant and unavoidable impacts identified in chapters 4-19 of this draft EIR:

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

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

There are also 111 projects in the MTP 2035 that would expand roadways and highways, which would impact 407 corridor miles of new land. Of these expanded roadways, 227 miles would have the potential to directly impact farmland. Because these expansion projects are additions to existing roadways, SACOG was not able to estimate an actual acreage impact due to the lack of existing roadway-width data. However, the evidence of 227 miles of going through existing farmland provides a conservative estimate of roadway expansion that would have a potentially significant impact on farmlands.

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

This impact is considered significant at the program level because of the likelihood that open space would be permanently converted to a more intensive land use. The following mitigation measure does not reduce the impact to a less than significant level and this impact is significant and unavoidable:

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

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

At the project level, the extent of Impact AG-1 will depend on the final design of each transportation improvement and on the project-specific analysis required by CEQA to determine the importance of the farmland to be converted. When implementing agencies conduct project-level review, the following mitigation measures should be considered:

Mitigation Measure AG - 2: Evaluate the Potential for Direct Farmland Conversion at the Project Level and Avoid, Minimize, and Compensate for Loss of Farmland

For projects included in MTP 2035, project implementing agencies shall evaluate the environmental significance of potential farmland conversion impacts at the project level using the California Agricultural Land Evaluation and Site Assessment Model, which was developed by DOC’s Division of Land Resource Protection to provide lead agencies with a systematic and objective method for evaluating the potential impacts of proposed projects on agricultural resources. Project proponents shall implement the following measures to reduce impacts to significant farmland:

- design the proposed MTP 2035 projects to avoid or minimize the direct conversion of Important Farmland to nonagricultural uses, and
- compensate for unavoidable Important Farmland conversion impacts by:
 - enrolling offsite agricultural lands under Williamson Act contracts,

protecting productive offsite agricultural land subject to conversion through the purchase or transfer of its development rights, or making agricultural improvements on “potential prime agricultural lands” identified by local jurisdictions.

pay the project-specific mitigation fee as required by local jurisdictions.

Mitigation Measure AG – 3: Identify Open Spaces Areas to be Preserved through Dedication or Fee Payment

For projects included in the MTP 2035, project implementation agencies shall identify open space areas that could be preserved and shall include mitigation measures (such as dedication or payment of in-lieu fees as required by local jurisdictions) for the loss of open space.

Impact ENE - 1: Construction Effects on Regional Energy Usage

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

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

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

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

The following mitigation measures shall be implemented by SACOG to reduce the significant construction-related energy impacts of the proposed MTP 2035 to the extent feasible. Notwithstanding the implementation of these mitigation measures, this impact is considered significant and unavoidable:

Mitigation Measure ENE – 1: Incentives for Energy Conservation Practices

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

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

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

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

The proposed plan will be implemented concurrently with substantial residential, commercial, and industrial development in the Sacramento region over the next 28 years. SACOG projects

that 1,200,000 new residents and 540,000 new jobs will be added during this time period. This growth will require the conversion or redevelopment of considerable land areas in the region. SACOG estimates that about 139,588 acres will be converted to accommodate this planned growth. This development represents conversion of approximately 3.5 percent of the land in the Sacramento region to urban uses over the next 28 years. Besides the land converted to urban uses, currently urbanized land will be intensified with infill development. Implementation of the following mitigation measures would reduce the impact identified above, but not to a less-than-significant level.

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

SACOG has no land use authority and cannot directly affect the pattern that future land uses will take. However, it can strive to implement the Blueprint Vision through existing and new programs. SACOG shall continue to fund the regional Community Design Grant Program which funds transportation projects that are part of mixed-use, higher density developments. The Community Design component of the MTP for 2025 could encourage growth patterns that promote alternatives to the automobile by creating mixed-use developments that would include residences, shops, parks, and civic institutions linked to pedestrian-and-bicycle friendly public transportation centers. Projects would be awarded a Community Design grant if they incorporate design features such as improved street connectivity, public amenities, and a concentration of residences and jobs in proximity to transit routes. Implementation of this strategy could result in more balanced land use conditions throughout the region and less land converted to urban uses due to the higher-density, infill focus of the grant program.

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

Form-Base Code Handbook. This handbook will assist local jurisdictions in implementing form-based codes in areas where they are trying to encourage Smart Growth development (mixed-use, compact development with high street connectivity).

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

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

Because of SACOG’s limited role in land use planning, this measure is not expected to reduce this impact to a less-than-significant level.

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

For the purposes of assessing cumulative noise impacts, a significant cumulative noise impact is considered to occur where noise exceeds 65 Ldn. The project is considered to contribute to a significant cumulative noise impact if it would result in an increase in noise at any location where a cumulative noise impact is considered to occur (i.e. anywhere noise exceeds 65 Ldn.). In addition, the increase in cumulative noise levels between existing conditions and 2035 project conditions is used to identify a substantial cumulative increase in noise. The Caltrans criterion for substantial increase (12 dB increase between existing and future with-project conditions) is used to assess cumulative increases in noise.

As discussed in Chapter 14, traffic noise was evaluated along over 600 roadway segments. The traffic noise analysis indicates that implementation of the MTP 2035 would increase noise by at least 1 dB along 107 of these roadway segments where noise is predicted to exceed 65 Ldn. The project is therefore considered to contribute to significant cumulative traffic noise impacts.

Comparison of traffic noise conditions under 2035 with project conditions indicates that substantial increases in noise as defined by Caltrans (12 dB or more increase relative to existing conditions) will occur along the following roadway segments:

- 24th Street (Cosumnes River Boulevard - Meadowview Road)
- East Commerce Parkway (San Juan Road - Del Paso Road)
- Gladding Road (Wise - State Route 65)
- Happy Lane (Old Placerville Road - Kiefer Boulevard)
- Kammerer Road (State Route 99 - Bruceville Road)

The proposed project is therefore considered to contribute to a cumulative noise impact, that is also significant and unavoidable. Implementation of Mitigation Measure NOI-2 at the project level could reduce this impact. However, it is not anticipated that it will be feasible to mitigate cumulative noise impacts to a less-than-significant level in all cases. The MTP 2035's contribution to significant cumulative noise impacts is therefore considered to be unavoidable.

Mitigation Measure NOI-2: Employ Measures to Reduce Noise from Transportation Systems

Conduct a project level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified mitigation measures will be implemented where feasible to reduce noise to be in compliance with applicable noise standards. Measurements that can be implemented include but are not limited to:

- Construction of barriers in the form of sound walls or earth berms to attenuate noise at adjacent residences.
- Use of land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities.

- Maximizing the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities.
- Constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between the roadway and sensitive receptors.
- Improvement of the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

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

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

Specifically, the MTP 2035 calls for:

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

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

The addition of local buses, shuttles, bus rapid transit, and express buses to existing streets and routes is unlikely to increase noise by more than 3 dB because of the existing high noise levels along those routes. Low frequency energy produced by accelerating buses can sometimes cause secondary effects such as rattling of windows that is perceived as vibration issue. Increased bus service may cause increase incidences of this effect. However, this effect however is not expected to be significant because this effect would occur in the context of existing bus service and existing high background sound levels. The impact associated with the addition of local

buses, shuttles, bus rapid transit, and express buses is considered to be less than significant. No mitigation is required.

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

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

Implementation of the following mitigation measure at the project level could reduce this impact. However, it is not anticipated that it will be feasible to mitigate this impact to a less-than-significant level in all cases. This impact is therefore considered to be significant and unavoidable.

Mitigation Measure NOI-2: Employ Measures to Reduce Noise from Transportation Systems

This mitigation measure is described above.

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

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

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

The following mitigation measures do not reduce the impact to a less than significant level. Therefore, this impact is considered significant and unavoidable.

Mitigation Measure ENE – 8: Adopt Transportation Pricing Policy

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

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

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

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

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

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

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

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

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

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

In addition, SACOG will host a regional workshop for all cities, counties, school districts and transit operators within the region to identify other potential opportunities for collaboration that would reduce greenhouse gas impacts. At a minimum, the issues discussed will include the findings from the Safe Routes to School activities described above, opportunities to increase the number of students with bus or other transit options to get to and from school, and integrating school siting practices with goals of promoting walkable neighborhoods with a wide range of easily accessible services. This workshop will be patterned after the “Stretching Community Dollars Guidebook” and workshop series that the SACOG Executive Director wrote for the California City, County, Schools (CCS) Partnership (a non-profit organization of the League of California Cities, California State Association of Counties and California School Boards Association). That workshop series is specifically designed to help these three local government entities to take maximum advantage of opportunities for collaboration. SACOG will ask the CCS Partnership to co-host the event, and offer to make the materials prepared for the event available to the CCS Partnership for use in its on-going workshop series around the state.

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

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

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

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

To implement the Complete Streets policy, SACOG shall review and analyze the practices of local governments within the SACOG region and around the nation to identify appropriate “Best Practices” for complete street design within the SACOG region. “Complete Streets” means design of the right-of-way for all relevant modes of travel, including pedestrian, bicyclists and transit as well as automobiles. The best practices will address the functional needs of different types of streets, including arterials, major and minor collectors, and local streets. SACOG shall develop a curriculum, conduct educational seminars/workshops to disseminate the best practices information and provide technical assistance for local governments (public works and planning staff, planning commissioners and elected officials) and members of the private land use development, planning, engineering and design communities to assist the design and construction of “Complete Streets” throughout the MTP Plan Area. SACOG shall also provide technical assistance to local governments on a case by case basis, as requested, to help them to successfully implement this concept.

Significant Cumulative Effects

CEQA also requires that the cumulative impact analysis consider whether impacts that are individually less-than-significant may make a cumulatively considerable contribution to a significant effect. In this case, several of the impacts of the MTP that are considered less-than-significant by themselves would nonetheless make a cumulatively considerable contribution to regional cumulative effects. These impacts are:

Biological Resources

Construction and maintenance activities associated with projects included in the MTP 2035 could result in the direct loss or indirect disturbance of special-status plants that are known to grow or that could grow in the MTP Plan Area (see Table 7-2 in Chapter 7, *Biological Resources*) for a list of these potential species). Impacts on special-status plants could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation. Proponents of specific projects in the MTP 2035 cannot guarantee that special-status plants can be avoided as part of future projects.

Construction activities associated with projects included in the MTP 2035 could introduce or spread noxious weeds into currently uninfested areas, possibly resulting in the displacement of special-status plant species and degradation of habitat for special-status wildlife. Plants or seeds may be dispersed on construction equipment if the appropriate measures are not implemented. The introduction or spread of noxious weeds could result in a substantial reduction or elimination of species diversity or abundance.

Construction activities associated with projects included in the MTP 2035 could result in the disturbance or removal of riparian communities, resulting in long-term degradation of a sensitive plant community, fragmentation or isolation of an important wildlife habitat, and disruption of natural wildlife movement corridors.

Construction and maintenance activities associated with projects included in the MTP 2035 could result in the disturbance or loss of waters of the United States, including creeks, rivers, streams, vernal pools, marshes, and other types of seasonal and perennial wetland communities. Wetlands and other waters of the United States could be affected through direct removal, filling, hydrological interruption (including dewatering), alteration of bed and bank, and other construction-related activities, resulting in long-term degradation of a sensitive plant community, fragmentation or isolation of an important wildlife habitat, and disruption of natural wildlife movement corridors.

Construction and maintenance activities associated with highway projects could result in the direct loss or indirect disturbance of special-status wildlife or their habitats, which are known to occur or could occur in the MTP Plan Area (see Table 7-2 in Chapter 7, *Biological Resources*, for a list of these potential species). Impacts on special-status wildlife or their habitat could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation.

Projects included in the MTP 2035 that would be located on, near, or across waterways in the MTP Plan Area could have direct and indirect impacts on special-status fish and their aquatic habitat (see Table 7-3 in Chapter 7, *Biological Resources*, for a list of potential species that could occur in the MTP Plan Area). Project activities could result in avoidance by fish of biologically

important habitat for substantial periods. Avoidance of important habitat may increase mortality, reduce reproductive success, or substantially reduce local population size.

Construction activities for projects in the MTP 2035 could result in removal of oak woodland communities and individual oak trees. The disturbance or potential removal of oak woodland communities (particularly valley oak woodlands) and individual oaks may be considered a significant impact because some oak communities have declined compared to their historic extent.

For each future MTP 2035 project requiring mitigation, site specific measures such as those listed in Chapter 7, *Biological Resources*, would reduce project-level impacts to wildlife, plants and other species and their habitats. However, the incremental impacts of the MTP 2035, when viewed in connection with effects on biological resources associated with past, present and reasonably foreseeable development projects in the MTP Plan Area, remain cumulatively significant, due to the following effects:

- direct loss or indirect disturbance of special-status plants that are known to grow or that could grow in the MTP Plan Area, which would result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation for special-status plants
- the displacement of special-status plant species and degradation of habitat for special-status wildlife due to the introduction or spread of noxious weeds, and a substantial reduction or elimination of species diversity or abundance
- long-term degradation of a sensitive plant community, fragmentation or isolation of an important wildlife habitat, and disruption of natural wildlife movement corridors due to the disturbance or removal of riparian communities
- long-term degradation of a sensitive plant community, fragmentation or isolation of an important wildlife habitat, and disruption of natural wildlife movement corridors due disturbance or loss of waters of the United States, including creeks, rivers, streams, vernal pools, marshes, and other types of seasonal and perennial wetland communities
- direct loss or indirect disturbance of special-status wildlife or their habitats, which are known to occur or could occur in the MTP Plan Area, which would result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation for special-status wildlife
- direct and indirect impacts on special-status fish and their aquatic habitat
- removal of oak woodland communities (particularly valley oak woodlands) and individual oak trees

Although conformity with existing federal, state and local regulations and implementation of the mitigation measures identified in Chapter 7, *Biological Resources*, would minimize this impact, the incremental impacts to special status wildlife and fish species, plants, and their habitats is considered cumulatively considerable.

Cultural Resources

Archaeological resources could be encountered during construction of specific projects included in the MTP 2035. Disturbance of such features would compromise the physical integrity and information potential of any archaeological deposits and would result in a significant impact if the physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the California Register of Historical Resources (CRHR), or in a local register or survey that meets the requirements of Public Resources Code (PRC) 5020.1(k) and 5024.1(g) are demolished or substantially altered.

During construction of specific projects included in the MTP 2035, construction and staging activities could disturb buried, as-yet-undiscovered archaeological sites and unique paleontological resources. Improvements and modifications occurring within existing rights-of-way would have less potential to encounter previously unknown resources relative to projects in undisturbed areas; however, projects within existing rights-of-way that entail deep ground disturbance will still have potential to damage or destroy resources. Damage to or destruction of significant or potentially significant buried archaeological or unique paleontological resources during construction would be a significant impact.

Proposed improvement may occur near or close to architectural resources (buildings/structures and/or linear features) that are 50 years old or older. Given the age of these resources, it is possible they are historically significant and eligible for listing in the CRHR or the National Register of Historic Places (NRHP). Proposed improvements may lead to physical demolition, destruction, relocation, or alteration of potential historical resources. The impact on architectural resources could be potentially significant and further studies would be required to determine the level of significance of this impact. Because the significance of architectural resources and their eligibility for listing in the CRHR may not be known there is the possibility that the proposed projects may result in the demolition of an eligible resource.

For each future MTP 2035 project requiring mitigation, site specific measures such as those listed in Chapter 8, *Cultural Resources*, would reduce project-level impacts to archaeological, historic and paleontological resources. However, the incremental impacts of the MTP 2035, when viewed in connection with the effects to cultural resources associated with past, present and reasonably foreseeable development projects in the MTP Plan Area, remain cumulatively significant, due to the following effects:

- disturbance of archaeological resources due to demolition or substantial alteration to the physical characteristics of a historical resource that would result in compromise to the physical integrity and information potential of any archaeological deposits
- damage to or destruction of significant or potentially significant buried as-yet-undiscovered, archaeological or unique paleontological resources during construction of MTP 2035 projects
- physical demolition, destruction, relocation, or alteration of potentially eligible historic architectural resources (buildings/structures and/or linear features) that are 50 years old or older

Although conformity with existing federal, state and local regulations and implementation of the mitigation measures identified in Chapter 8, *Cultural Resources*, would minimize this impact,

the incremental effects to archaeological, historic architectural and unique paleontological resources is considered cumulatively considerable.

Geology, Soils and Seismicity

Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the re-vegetation potential at construction sites and staging areas. For each future MTP 2035 project requiring mitigation, site specific measures such as those listed in Chapter 10, *Geology, Soils and Seismicity*, would reduce project-level impacts to soils. However, the incremental impacts of the MTP 2035, when viewed in connection with the increases in runoff, erosion and sedimentation associated with past, present and reasonably foreseeable development projects in the MTP Plan Area, remain cumulatively significant. Although conformity with existing federal, state and local regulations and implementation of the mitigation measures identified in Chapter 10, *Geology, Soils and Seismicity*, would minimize this impact, the incremental effects to soils is considered cumulatively considerable.

Hydrology and Water Quality

Construction-related earth-disturbing activities of highway, interchange, street and other various improvement projects included in the MTP 2035 would introduce the potential for increased erosion and sedimentation, with subsequent effects on water quality and storm drain capacity.

Proposed MTP 2035 project activities, such as road widenings, interchange reconstruction, railway crossings, and other projects, would also create new impervious surfaces. This would result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events. In addition, the increase in impervious surfaces, along with the increase in surface water runoff, could increase the non-point source discharge of pollutants. Anticipated runoff contaminants include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. Contributions of these contaminants to stormwater and non-stormwater runoff would degrade the quality of receiving waters. During the dry season, vehicles and other urban activities release contaminants onto the impervious surfaces, where they can accumulate until the first storm event. During this initial storm event, or first flush, the concentrated pollutants would be transported via runoff to stormwater drainage systems. Contaminated runoff waters could flow into the stormwater drainage systems that discharge into rivers, agricultural ditches, sloughs, and channels and ultimately could degrade the water quality of any of these water bodies.

Some of the projects included in the proposed MTP 2035 would be placed within the 100-year flood zone, thus increasing the potential to obstruct or exacerbate floodwaters. The construction of projects involving support structures in the floodway could obstruct floodwaters at some locations. Placement of structures within a floodplain can displace floodwaters and alter the base flood elevations in the surrounding areas.

For each future MTP 2035 project requiring mitigation, site specific measures such as those listed in Chapter 12, *Hydrology and Water Quality*, would reduce project-level impacts to water quality. However, the incremental impacts of the MTP 2035, when viewed in connection with effects to hydrologic systems in the MTP Plan area associated with past, present and reasonably

foreseeable development projects in the MTP Plan Area, remain cumulatively significant, due to the following effects:

- increased erosion and sedimentation, with subsequent effects on water quality and storm drain capacity
- incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events
- degradation of water quality due to increased non-point source discharges of pollutants, and runoff contaminants to rivers, agricultural ditches, sloughs, and channels

Although conformity with existing federal, state and local regulations and implementation of the mitigation measures identified in Chapter 12, *Hydrology and Water Quality*, would minimize this impact, the incremental increases in erosion, additional runoff and degradation of water quality is considered cumulatively considerable.

CONCLUSION

The MTP 2035 would contribute to cumulative impacts on land use, farmlands, special-status plants and species, riparian habitat, wetlands, cultural resources, soils and erosion, water quality, floodplains, energy and global climate change, noise and transportation. Although mitigation measures identified for a number of these impacts would reduce the MTP's contribution, the measures would not make the contributions to the cumulative impacts less than considerable.