

## 4.11 Transportation and Circulation

### 4.11.1 Methods and Significance Criteria

#### Methods

This section evaluates the effects on transportation and circulation that would result from the proposed action and alternatives.

Anticipated changes in land cover/land use for each alternative are described in Chapter 2, *Proposed Action and Alternatives*. See Section 4.0, *Environmental Consequences*, for a description of the methodology used across all resource chapters for the analysis of cumulative effects.

In this evaluation, transportation impacts have been evaluated based on duration (temporary or permanent) and their relevance to a particular alternative. Potential impacts were assessed by reviewing the local standards and plans and by consulting environmental reviews of those plans.

Temporary impacts result during construction, while permanent impacts (such as long-term changes in traffic patterns or goods movement) result from land use changes. Generally, the PCCP does not involve transportation projects or large transportation demand-generating projects. However, all action alternatives would result in impacts because the alternatives would serve to streamline development envisioned by the Permit Applicants' long-term plans (e.g., the *Placer County General Plan* and the *City of Lincoln General Plan* as well as future projects of the South Placer Regional Transportation Authority (SPRTA) and Placer County Water Agency (PCWA), such as local transportation and water projects, that would also occur under the no action alternative, and some Covered Activities could involve trip generation or changes to roadways, all of which could have substantial temporary and permanent impacts.

It is assumed that all Covered Activities would be consistent with the policies of the Permit Applicants' general plans and other long-term plans and would be mitigated as identified in the environmental review documents for those plans. It is further assumed that Permit Applicants would incorporate standard best management practices (BMPs) required by the California Department of Transportation (Caltrans) and other public agencies during construction of transportation projects, Covered Activities, and conservation measures that could affect transportation systems.

#### Significance Criteria

According to Appendix G of the State CEQA Guidelines, a proposed project would be considered to have a significant effect if it would result in any of the following conditions.

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- Conflict with an applicable congestion management program, including level-of-service (LOS) standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit or bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

## 4.11.2 Impacts and Mitigation Measures

### Alternative 1—No Action

As described in Section 4.0, *Environmental Consequences*, Alternative 1 includes reasonably foreseeable activities in the Plan Area associated with urbanization and related infrastructure development, operation, and maintenance identified in the various planning documents of the Permit Applicants as well as future projects of the South Placer Regional Transportation Authority (SPRTA) and Placer County Water Agency (PCWA), such as local transportation and water projects.

#### **Impact TRA-1: Result in a substantial increase in traffic and affect capacity of the roadway system (NEPA: significant and unavoidable; CEQA: significant and unavoidable)**

Public and private development envisioned in the *Placer County General Plan*, *City of Lincoln General Plan*, and the *Placer County 2036 Regional Transportation Plan* (Placer County RTP), as well as SPRTA and PCWA projects would go forward under the no action alternative. The EIR for the *Placer County General Plan* identified significant impacts related to traffic congestion and roadway capacity by 2040 (Placer County 1994:Chapter 4). The EIR for the *City of Lincoln General Plan* determined that general plan implementation, even while incorporating mitigation measures, would result in LOS at unacceptable levels at numerous intersections in the region (City of Lincoln 2006:Chapter 5; City of Lincoln 2008:Table ES-5). As stated in the EIRs for these general plans, there are no feasible mitigation measures that would reduce impacts to less-than-significant levels.

The EIR for the Placer County RTP concluded that, although regional development would have significant and unavoidable impacts related to traffic congestion, adoption of the Placer County RTP would itself have a less-than-significant impact (Placer County Transportation Planning Commission 2015:3.13-19).

Implementation of PCWA projects may require water system construction work on and near roadways, which could result in short-term impacts on traffic and roadway capacity due to lane closures and detours. As a standard BMP, PCWA requires contractors to prepare and implement a traffic management plan that reduces traffic congestion caused by construction activities.

**NEPA Determination:** Under Alternative 1, the impacts associated with the *Placer County General Plan* and *City of Lincoln General Plan* would occur. The impact would be significant and unavoidable.

**CEQA Determination:** Under Alternative 1, the impacts associated with the *Placer County General Plan* and *City of Lincoln General Plan* would occur. The impact would be significant and unavoidable.

**Impact TRA-2: Result in safety hazards due to design features, incompatible uses (e.g., hazards to vehicular, air, pedestrian, or bicycle travel), or inadequate emergency access (NEPA: less than significant; CEQA: less than significant)**

The EIR for the Placer County RTP found that implementation of the RTP would not result in significant impacts on safety or emergency access so long as a traffic control plan for construction projects is adopted and put into effect (Placer County Transportation Planning Commission 2015:3.13-20, 21). Implementation of a traffic control plan is a standard BMP or mitigation measure for projects in the RTP. Any highway project would need to comply with Caltrans regulations that address road design safety and maintaining emergency access during construction.

The EIRs for the Placer County and City of Lincoln general plans do not directly address impacts on transportation safety and emergency access. However, goals in both general plans are intended to encourage development of safe transportation systems and to ensure development would not have air safety consequences.

Implementation of PCWA projects may require water system construction work on and near roadways, which could result in short-term impacts on roadways due to lane closures and detours. As a standard BMP, PCWA requires contractors to prepare and implement a traffic management plan that mandates coordination with Placer County to ensure the provision of emergency access.

**NEPA Determination:** Implementation of the Placer County RTP, *Placer County General Plan*, and the *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the impact would be less than significant.

**CEQA Determination:** Implementation of the Placer County RTP, *Placer County General Plan*, and the *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the impact would be less than significant.

**Impact TRA-3: Conflict with transportation plans, programs, and planned projects (NEPA: no impact; CEQA: no impact)**

Implementation of Alternative 1 would change none of the transportation plans, programs, and projects identified in the Placer County RTP nor the general plans for Placer County and the City of Lincoln. All of those plans, programs, and projects could move forward under Alternative 1.

**NEPA Determination:** Implementation of Alternative 1 would have no impact on transportation plans and projects.

**CEQA Determination:** Implementation of Alternative 1 would have no impact on transportation plans and projects.

## Alternative 2—Proposed Action

### **Impact TRA-1: Result in a substantial increase in traffic and affect capacity of the roadway system (NEPA: significant and unavoidable; CEQA: significant and unavoidable)**

Impacts on traffic could result from implementation of proposed PCCP conservation activities that require construction activities, such as earthmoving for and re-contouring of vernal pools and excavating ponds and channels. These activities would require use of roadways by trucks and, possibly, construction equipment and by automobiles transporting workers. Some construction activity may be necessary on and near roads. However, these construction activities would be short-term and implemented in rural areas where traffic is typically uncongested. Once construction activities are completed, all roadways would be restored to their previous condition, and subsequent activities associated with the implementation of PCCP (e.g., monitoring) would result in little additional traffic on Plan Area roadways.

Alternative 2, the proposed action, would serve to streamline the processing for land and infrastructure development in the Plan Area envisioned in the *Placer County General Plan*, *City of Lincoln General Plan*, *Placer County RTP*, and long-term PCWA plans. The EIR for the *Placer County General Plan* identified significant impacts related to traffic congestion and roadway capacity, finding that 27% of the county's lane miles, including roads in the Plan Area, would operate at LOS F by 2040, a condition far more congested than under the general plan standards of LOS C and LOS D. Various road and transit improvements and travel demand management measures could reduce the amount of roads operating at an unacceptable LOS, but congestion would still be at levels greater than Placer County's standard by 2040 (Placer County 1994:Chapter 4). The EIR for the *City of Lincoln General Plan* determined that general plan implementation, even while incorporating mitigation measures, would result in LOS at unacceptable levels at intersections in unincorporated Placer County, Rocklin, Loomis, and Roseville, and on SR 65 (City of Lincoln 2006:Chapter 5; City of Lincoln 2008:Table ES-5). As stated in the EIRs for these general plans, there are no feasible mitigation measures that would reduce impacts to less-than-significant levels.

The EIR for the Placer County RTP uses vehicle miles traveled (VMT) as a metric, rather than LOS. The EIR concludes that although regional development would have significant and unavoidable impacts related to traffic congestion, adoption of the Placer County RTP would itself have a less-than-significant impact (Placer County Transportation Planning Commission 2015:3.13-19).

Implementation of PCWA projects may require water system construction work on and near roadways, which could result in short-term impacts on traffic and roadway capacity due to lane closures and detours. As a standard BMP, PCWA requires contractors to prepare and implement a traffic management plan that reduces traffic congestion caused by construction activities.

**NEPA Determination:** PCCP implementation under Alternative 2, the proposed action, could result in effects on traffic and roadways as a result of construction activities and traffic. Because these activities would be short-term and typically on lightly traveled rural roadways, the effects would not be adverse. This alternative also would result in impacts from Covered Activities associated with implementation of agency plans and projects. Specifically, implementation of general plans for Placer County and the City of Lincoln would result in significant impacts that cannot be avoided. Therefore, Alternative 2, the proposed action, would result in a significant impact on traffic and roadway capacity.

**CEQA Determination:** PCCP implementation under Alternative 2, the proposed action, could result in impacts on traffic and roadways as a result of construction activities and traffic. Because these activities would be short-term and typically on lightly traveled rural roadways, the effects would be less than significant. This alternative also would result in impacts from Covered Activities associated with implementation of agency plans and projects. Specifically, implementation of general plans for Placer County and the City of Lincoln would result in significant and unavoidable impacts. Therefore, Alternative 2, the proposed action, would result in a significant and unavoidable impact on traffic and roadway capacity.

**Impact TRA-2: Result in safety hazards due to design features, incompatible uses (e.g., hazards to vehicular, air, pedestrian, or bicycle travel), or inadequate emergency access (NEPA: less than significant; CEQA: less than significant)**

Implementation of proposed PCCP conservation activities would require construction activities, such as earthmoving for and re-contouring of vernal pools and excavating ponds and channels. These activities would require use of roadways by trucks and, possibly, construction equipment and by automobiles transporting workers. Some construction activity may be necessary on and near roads. However, these construction activities would be short-term and would not result in permanent changes to existing safety conditions for motor vehicles, pedestrians, or bicyclists. Construction activities would not prevent emergency access. PCCP construction activities would not involve tall structures that could affect air traffic patterns.

The EIR for the Placer County RTP found that implementation of the RTP would not result in significant impacts on safety or emergency access so long as a traffic control plan for construction projects is adopted and put into effect, which is a standard BMP or mitigation measure for projects in the RTP (Placer County Transportation Planning Commission 2015:3.13-20, 21). Any highway project would need to comply with Caltrans regulations that address road design safety and maintaining emergency access during construction.

The EIRs for the Placer County and City of Lincoln general plans do not directly address impacts on transportation safety and emergency access. However, *Placer County General Plan* Goal 3.A is to provide for the “safe and efficient movement of people and goods,” and Policies 8.D.1 through 8.D.3 limit development for safety reasons near airports and within airport approach and departure zones. *City of Lincoln General Plan* Goal T-2 is to ensure a “safe and efficient system of streets,” and Policy HS-4.1 requires development around Lincoln Regional Airport to comply with the *Placer County Airport Land Use Compatibility Plans*, which prohibit development that would have air safety consequences (Placer County Airport Land Use Commission 2014).

Implementation of PCWA projects may require water system construction work on and near roadways, which could result in short-term impacts on roadways due to lane closures and detours. As a standard BMP, PCWA requires contractors to prepare and implement a traffic management plan that mandates coordination with Placer County to ensure the provision of emergency access.

**NEPA Determination:** PCCP construction activities on and near roads would be short-term and would not result in permanent changes in safety conditions or affect emergency access. Implementation of the Placer County RTP, *Placer County General Plan*, and the *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the effect would be less than significant.

**CEQA Determination:** PCCP construction activities on and near roads would be short-term and would not result in permanent changes in safety conditions or affect emergency access. Implementation of the Placer County RTP, *Placer County General Plan*, and the *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the impact would be less than significant. No mitigation has been identified.

**Impact TRA-3: Conflict with transportation plans, programs, and planned projects (NEPA: no impact; CEQA: no impact)**

As discussed in Section 3.11.1, *Regulatory Setting*, the Placer County Transportation Planning Agency (PCTPA)—which administers the SPRTA—as well as Placer County and the City of Lincoln have numerous transportation plans, programs, and projects for the Plan Area. The proposed action would serve to streamline implementation of those plans, programs, and projects by providing a method for complying with federal and state regulations that protect rare species.

**NEPA Determination:** Alternative 2, the proposed action, would serve to streamline implementation of transportation plans, programs, and projects. There would be no effect.

**CEQA Determination:** Alternative 2, the proposed action, would serve to streamline implementation of transportation plans, programs, and projects. There would be no impact. No mitigation has been identified.

### Alternative 3—Reduced Take/Reduced Fill

**Impact TRA-1: Result in a substantial increase in traffic and affect capacity of the roadway system (NEPA: significant and unavoidable; CEQA: significant and unavoidable)**

Impacts on traffic resulting from implementation of proposed PCCP conservation activities that require construction activities would be the same under Alternative 3 as those identified for Impact TRA-1 under Alternative 2, the proposed action—specifically, short-term effects on lightly traveled rural roads.

Because Alternative 3 would have the potential to only slightly reduce development within the Potential Future Growth Area (PFG), the impacts on traffic and roadways would be similar to those identified for Impact TRA-1 under Alternative 2. Public and private development would go forward under the *Placer County General Plan*, *City of Lincoln General Plan*, the Placer County RTP, and PCWA plans. The EIR for the *Placer County General Plan* identified significant impacts related to traffic congestion and roadway capacity by 2040 (Placer County 1994:Chapter 4). The EIR for the *City of Lincoln General Plan* determined that general plan implementation, even while incorporating mitigation measures, would result in LOS at unacceptable levels at numerous intersections in the region (City of Lincoln 2006:Chapter 5; City of Lincoln 2008:Table ES-5). As stated in the EIRs for these general plans, there are no feasible mitigation measures that would reduce impacts to less-than-significant levels.

The EIR for the Placer County RTP concluded that, although regional development would have significant and unavoidable impacts related to traffic congestion, adoption of the Placer County RTP would itself have a less-than-significant impact (Placer County Transportation Planning Commission 2015:3.13-19).

Implementation of PCWA projects would have a short-term impact on traffic and roadway capacity due to lane closures and detours.

**NEPA Determination:** The impact determination for Alternative 3 is the same as for Alternative 2, the proposed action. Implementation of Alternative 3 could cause effects on traffic and roadways as a result of construction activities and traffic. In addition, effects associated with the *Placer County General Plan* and *City of Lincoln General Plan* would result under both alternatives. The impact would be significant and unavoidable.

**CEQA Determination:** The impact determination for Alternative 3 is the same as for Alternative 2, the proposed action. Implementation of Alternative 3 could cause effects on traffic and roadways as a result of construction activities and traffic. In addition, effects associated with the *Placer County General Plan* and *City of Lincoln General Plan* would result under both alternatives. The impact would be significant and unavoidable.

**Impact TRA-2: Result in safety hazards due to design features, incompatible uses (e.g., hazards to vehicular, pedestrian, or bicycle travel), or inadequate emergency access (NEPA: less than significant; CEQA: less than significant)**

Impacts on traffic resulting from implementation of proposed PCCP conservation activities that require construction activities would be the same under Alternative 3 as those identified for Impact TRA-2 under Alternative 2, the proposed action—specifically, short-term effects on lightly traveled rural roads. Impacts resulting from growth under the general plans as identified for Impact TRA-2 under Alternative 2 also would be the same under Alternative 3.

The EIR for the Placer County RTP found that implementation of the RTP would not result in significant impacts on safety or emergency access so long as a traffic control plan for construction projects is adopted and put into effect (Placer County Transportation Planning Commission 2015:3.13-20, 21). Implementation of a traffic control plan is a standard BMP or mitigation measure for projects in the RTP. Any highway project would need to comply with Caltrans regulations that address road design safety and maintaining emergency access during construction.

The EIRs for the Placer County and City of Lincoln general plans do not directly address impacts on transportation safety and emergency access. However, goals in both plans are intended to encourage development of safe transportation systems and to ensure development would not have air safety consequences.

Implementation of PCWA projects may require water system construction work on and near roadways, which could result in short-term impacts on roadways due to lane closures and detours. As a standard BMP, PCWA requires contractors to prepare and implement a traffic management plan that mandates coordination with Placer County to ensure the provision of emergency access.

**NEPA Determination:** Implementation of the Placer County RTP, *Placer County General Plan*, and *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the impact would be less than significant.

**CEQA Determination:** Implementation of the Placer County RTP, *Placer County General Plan*, and *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the impact would be less than significant. No mitigation has been identified.

**Impact TRA-3: Conflict with transportation plans, programs, and planned projects (NEPA: no impact; CEQA: no impact)**

As discussed in Section 3.11.1, *Regulatory Setting*, PCTPA, Placer County, and the City of Lincoln have numerous transportation plans, programs, and projects within the Plan Area. Like Alternative 2, the proposed action, Alternative 3 would serve to streamline implementation of those plans, programs, and projects by providing a method for complying with federal and state regulations that protect rare species.

**NEPA Determination:** Implementation of Alternative 3 would have no impact on transportation plans and projects.

**CEQA Determination:** Implementation of Alternative 3 would have no impact on transportation plans and projects. No mitigation has been identified.

**Alternative 4—Reduced Permit Term****Impact TRA-1: Result in a substantial increase in traffic and affect capacity of the roadway system (NEPA: significant and unavoidable; CEQA: significant and unavoidable)**

Because the Plan would have a term of 30 years rather than 50 years as under Alternative 2, the proposed action, the scope of conservation may be reduced, resulting in fewer impacts on traffic and roadways as a result of PCCP implementation. However, short-term impacts of conservation measure construction activities on rural, lightly traveled roadways would be similar to those described for Impact TRA-1 under Alternative 2. Effects resulting from Covered Activities also would be similar, even with a 30-year development window.

Public and private development envisioned in the *Placer County General Plan*, *City of Lincoln General Plan*, the Placer County RTP, and PCWA plans would go forward under Alternative 4. The EIR for the *Placer County General Plan* identified significant impacts related to traffic congestion and roadway capacity by 2040, which would be well inside the 30-year window of Alternative 4 (Placer County 1994:Chapter 4). The *City of Lincoln General Plan* directs growth through 2050, which would be roughly within the 30-year window. The EIR for the *City of Lincoln General Plan* determined that general plan implementation, even while incorporating mitigation measures, would result in LOS at unacceptable levels at numerous intersections in the region (City of Lincoln 2006:Chapter 5; City of Lincoln 2008:Table ES-5). As stated in the EIRs for these general plans, there are no feasible mitigation measures that would reduce impacts to less-than-significant levels.

The EIR for the Placer County RTP concluded that, although regional development would have significant and unavoidable impacts related to traffic congestion, adoption of the Placer County RTP would itself have a less-than-significant impact (Placer County Transportation Planning Commission 2015:3.13-19).

Implementation of PCWA projects may require water system construction work on and near roadways, which could result in short-term impacts on traffic and roadway capacity due to lane closures and detours. As a standard BMP, PCWA requires contractors to prepare and implement a traffic management plan that reduces traffic congestion caused by construction activities.

**NEPA Determination:** The impact determination for Alternative 4 is the same as for Alternative 2, the proposed action. Implementation of the PCCP under Alternative 4 could cause effects on traffic and roadways as a result of construction activities and traffic. In addition, effects associated with the

*Placer County General Plan* and *City of Lincoln General Plan* would result under both alternatives. The effect would be significant and unavoidable.

**CEQA Determination:** The impact determination for Alternative 4 is the same as for Alternative 2, the proposed action. Implementation of the PCCP under Alternative 4 could cause effects on traffic and roadways as a result of construction activities and traffic. In addition, impacts associated with the *Placer County General Plan* and *City of Lincoln General Plan* would result under both alternatives. The impact would be significant and unavoidable.

**Impact TRA-2: Result in safety hazards due to design features, incompatible uses (e.g., hazards to vehicular, pedestrian, or bicycle travel), or inadequate emergency access (NEPA: less than significant; CEQA: less than significant)**

Implementation of the PCCP under Alternative 4 would result in same impacts as those of Alternative 2, the proposed action, that are identified in the discussion of Impact TRA-2 under Alternative 2. Impacts of Covered Activities identified for Impact TRA-2 under Alternative 2 also would be the same under Alternative 4.

The EIR for the Placer County RTP found that implementation of the RTP would not result in significant impacts on safety or emergency access so long as a traffic control plan for construction projects is adopted and put into effect (Placer County Transportation Planning Commission 2015:3.13-20, 21). Implementation of a traffic control plan is a standard BMP or mitigation measure for projects in the RTP. Any highway project would need to comply with Caltrans regulations that address road design safety and maintaining emergency access during construction.

The EIRs for the Placer County and City of Lincoln general plans do not directly address impacts on transportation safety and emergency access. However, goals in both plans are intended to encourage development of safe transportation systems and to ensure development would not have air safety consequences.

Implementation of PCWA projects may require water system construction work on and near roadways, which could result in short-term impacts on roadways due to lane closures and detours. As a standard BMP, PCWA requires contractors to prepare and implement a traffic management plan that mandates coordination with Placer County to ensure the provision of emergency access.

**NEPA Determination:** Implementation of the Placer County RTP, *Placer County General Plan*, and *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the impact would be less than significant.

**CEQA Determination:** Implementation of the Placer County RTP, *Placer County General Plan*, and *City of Lincoln General Plan* is intended to address travel safety issues and prevent development incursions into airport safety zones. Therefore, the impact would be less than significant. No mitigation has been identified.

**Impact TRA-3: Conflict with transportation plans, programs, and planned projects (NEPA: no impact; CEQA: no impact)**

As discussed in Section 3.11.1, *Regulatory Setting*, PCTPA, Placer County, and the City of Lincoln have numerous transportation plans, programs, and projects for the Plan Area. Like Alternative 2, the proposed action, Alternative 4 would serve to streamline implementation of those plans, programs,

and projects by providing a method for complying with federal and state regulations that protect rare species.

**NEPA Determination:** Implementation of Alternative 4 would have no impact on transportation plans and projects.

**CEQA Determination:** Implementation of Alternative 4 would no impact on transportation plans and projects. No mitigation has been identified.

### 4.11.3 Cumulative Analysis

#### Alternative 1—No Action

Conclusions in the EIRs for the *Placer County General Plan*, the *City of Lincoln General Plan*, and the Placer County RTP are based on analysis of past, present, and reasonably foreseeable future projects. Although the EIR for the Placer County RTP found that implementation of the RTP would not have a cumulatively considerable impact on the transportation system, regional development would result in increased traffic congestion (Placer County Transportation Planning Commission 2015:4.0-9). Furthermore, the EIRs for the general plans determined that implementation of those general plans would result in cumulatively considerable impacts related to transportation. Because general plan implementation and regional development would go forward under the no action alternative, the alternative would contribute to a cumulatively considerable impact on transportation and circulation.

#### Alternative 2—Proposed Action

Conclusions in the EIRs for the *Placer County General Plan*, the *City of Lincoln General Plan*, and the Placer County RTP are based on analysis of past, present, and reasonably foreseeable future projects. Although the EIR for the Placer County RTP found that implementation of the RTP would not have a cumulatively considerable impact on the transportation system, regional development would result in increased traffic congestion (Placer County Transportation Planning Commission 2015:4.0-9). Furthermore, the EIRs for the general plans determined that implementation of those general plans would result in cumulatively considerable impacts related to transportation. Because implementation of Alternative 2, the proposed action, would streamline general plan implementation, the proposed action would contribute to a cumulatively considerable impact on transportation and circulation.

#### Alternative 3—Reduced Take/Reduced Fill

Conclusions in the EIRs for the *Placer County General Plan*, the *City of Lincoln General Plan*, and the Placer County RTP are based on analysis of past, present, and reasonably foreseeable future projects. Although the EIR for the Placer County RTP found that implementation of the RTP would not have a cumulatively considerable impact on the transportation system, regional development would result in increased traffic congestion (Placer County Transportation Planning Commission 2015:4.0-9). Furthermore, the EIRs for the general plans determined that implementation of those general plans would result in cumulatively considerable impacts related to transportation. Because implementation of Alternative 3 would streamline general plan implementation, the alternative would contribute to a cumulatively considerable impact on transportation and circulation.

## Alternative 4—Reduced Permit Term

Conclusions in the EIRs for the *Placer County General Plan*, the *City of Lincoln General Plan*, and the Placer County RTP are based on analysis of past, present, and reasonably foreseeable future projects. Although the EIR for the Placer County RTP found that implementation of the RTP would not have a cumulatively considerable impact on the transportation system, regional development would result in increased traffic congestion (Placer County Transportation Planning Commission 2015:4.0-9). Furthermore, the EIRs for the general plans determined that implementation of those general plans would result in cumulatively considerable impacts related to transportation. Because implementation of Alternative 4 would streamline general plan implementation, the alternative would contribute to a cumulatively considerable impact on transportation and circulation.

### 4.11.4 References Cited

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