16. Transportation

This chapter describes the existing transportation setting in the project study area and evaluates the potential impacts to transportation and circulation from implementation of Plan Concept 1 and Plan Concept 2 of the Renewable Placer: Waste Action Plan.

16.1 Environmental Setting

The Western Placer Waste Management Authority (WPWMA) facility is located in Placer County between the cities of Roseville and Lincoln, generally at the intersection of Athens Avenue and Fiddyment Road (Figure 16-1). Currently, the WPWMA facility receives waste and recyclable materials from a majority of the geographical area and population of Placer County. The site is mostly surrounded by rural agricultural lands, with existing industrial uses located directly to the northeast.

16.1.1 Transportation Study Area

The transportation study area for the WPWMA facility focuses on project access roadways to the facility within Placer County. Existing access to the solid waste facilities is provided from Athens Avenue. The roadways included within the study area are described in the following section.

16.1.2 Regional and Local Road Network

The regional and local road network is composed of arterial roadways and State Route (SR)-65 (Figure 16-1). The primary roadways that serve the project site include the following:

- SR-65: North-south state highway located to the east of the project site. SR-65 is a four-lane highway near the project site, with primary site vehicle access points at Industrial Avenue and Sunset Boulevard.
- Athens Avenue: East-west arterial roadway that connects Industrial Avenue to Fiddyment Road. Athens Avenue is a two-lane road except at the eastern end near Industrial Avenue. The primary existing entrance to the project site is located on the southern side of Athens Avenue directly east of the Athens Avenue and Fiddyment Road intersection.
- Fiddyment Road: North-south arterial roadway bisecting the western portion of the project site. Fiddyment Road is a two-lane road near the project site.
- Industrial Avenue: North-south arterial roadway to the east of the project site that is parallel to, and west of, SR-65. Industrial Avenue generally consists of two lanes near the project site.
- Sunset Boulevard West: Bisected east-west arterial roadway, a portion of which borders the southern boundary of the project site. Sunset Boulevard West includes two separated segments, including one segment that extends west from its terminus at Fiddyment Road, and a second segment that extends east from its connection with North Foothills Boulevard. The western segment is a two-lane road, and the eastern segment is two lanes that extend east from its connection with North Foothills Boulevard before transitioning to a divided roadway with three lanes in each direction as the segment crosses over SR-65.
- North Foothills Boulevard: North-south arterial roadway to the east of the project site. North Foothills Boulevard is a two-lane road that connects Athens Avenue with Sunset Boulevard West.

16.1.3 Existing Roadway Daily Traffic

Table 16-1 summarizes the project access roadways, along with the existing number of lanes, existing roadway capacity, and average daily traffic (ADT) in baseline year 2018. Year 2018 ADT is based on existing traffic volumes included in the 2018 Sunset Area Plan/Placer Ranch Specific Plan (SAP/PRSP) Transportation Impact Study. The existing volumes published in the study are for year 2015. To estimate year 2018 volumes, a growth rate was applied to the year 2015 traffic volumes. The growth rate was developed by using the year 2015 traffic volumes and forecasted year 2036 traffic volumes from the same study. As shown in Table 16-1, year 2018 ADT along the project access roadways ranges from 4,409 vehicles per day to 12,352 vehicles per day, which falls within the existing capacities of the access roadways.

Table 16-1. Existing Roadways and Roadway Characteristics

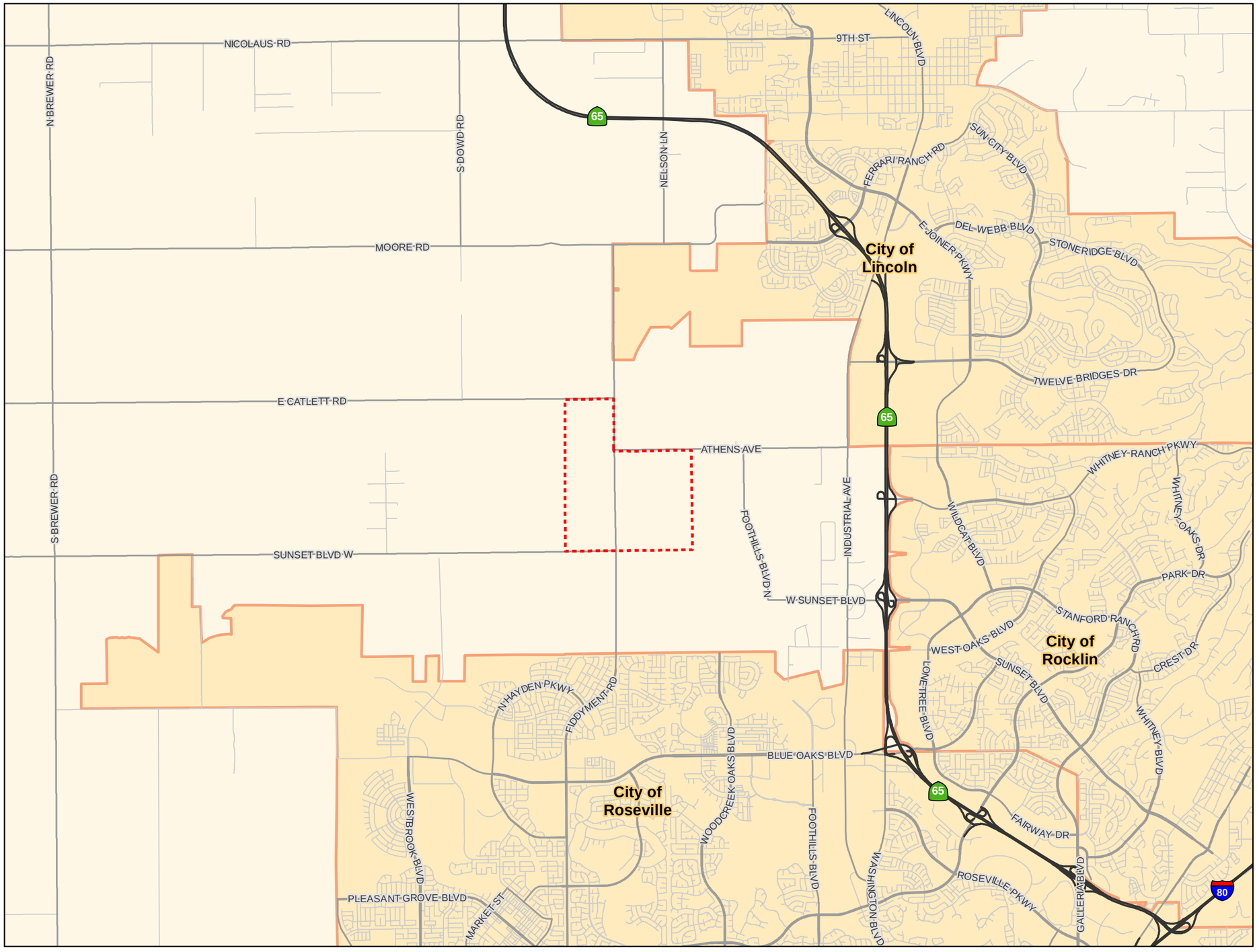
#	Segment Location	Existing Number of Lanes	Existing Daily Capacity	Year 2018 ADT
1	Fiddyment Road: Project Northerly Boundary to Athens Avenue	2	18,000	4,035
2	Fiddyment Road: Athens Avenue to Sunset Boulevard West	2	18,000	7,919
3	Athens Avenue: Fiddyment Road to Foothill Boulevard North	2	18,000	7,058
4	Athens Avenue: Foothill Boulevard North to Industrial Avenue	2	18,000	12,352
5	Foothill Boulevard North: Athens Avenue to Sunset Boulevard West	2	18,000	4,829
6	Sunset Boulevard West: Foothill Boulevard North to Industrial Avenue	2	18,000	4,409
7	Industrial Avenue: Athens Avenue to Sunset Boulevard West	2	18,000	11,706
8	Industrial Avenue: Sunset Boulevard West to Roseville City Limits	2	18,000	9,562

16.1.4 Existing Regional Vehicle Miles Traveled

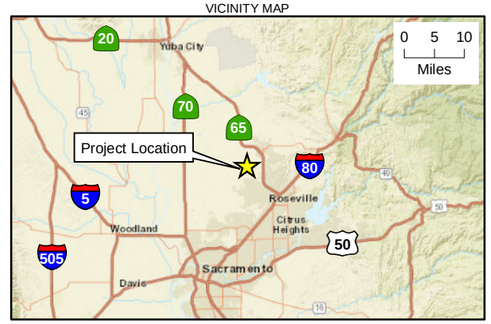
Existing (year 2018) regional vehicle miles traveled (VMT) was estimated for South Placer County, which is defined as the cities of Lincoln, Rocklin, Roseville, and Loomis as well as unincorporated county areas west of Folsom Lake and Newcastle, south of Bear River, and east of Sutter County. The South Placer County VMT estimate for year 2018 is based on outputs from the SACOG SACMET travel forecasting model as well as the Placer County travel forecasting model. Based on the SAP/PRSP Transportation Impact Study (Fehr and Peers 2018), the regional VMT for South Placer County is 9,478,392 vehicle miles for year 2015 and 13,995,676 vehicle miles for year 2036. Year 2018 regional VMT for South Placer County was extrapolated by using these data, resulting in a VMT of 9,935,503 vehicle miles.

16.1.5 Pedestrian and Bicycle Facilities and Public Transit

No transit service, bicycle facilities, or pedestrian facilities are located within the study area.



VICINITY MAP



LEGEND

- Proposed Project Area
- City Boundary
- Highway
- Major Road
- Road

N

0 1 2
Miles

Figure 16-1. Regional and Local Road Network
Draft Environmental Impact Report
Renewable Placer: Waste Action Plan
Placer County, California

Jacobs

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16.1.6 Airports

Air facilities located within 10 miles of the project site include the Lincoln Regional Airport (approximately 4 miles north of the site) and James Brothers Airstrip (approximately 10 miles west of the site). The airport with the highest air traffic in the region is the Sacramento International Airport, located approximately 16 miles southwest of the project site.

16.2 Regulatory Setting

16.2.1 Federal

No federal transportation regulations are applicable to the proposed project.

16.2.2 State

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining all state-owned roadways. The proposed project is located within Caltrans District 3, which has ongoing planned improvements to SR-65. SR-65 is planned for widening on the segment southeast of the site, between Blue Oaks Boulevard and Galleria Boulevard. Additionally, there is a plan to add auxiliary lanes from Lincoln Boulevard to Blue Oaks Boulevard (Placer County Transportation Planning Agency 2019).

Senate Bill 743

Senate Bill (SB) 743 (passed in 2013) sets forth requirements for the Governor's Office of Planning and Research (OPR) to evaluate new metrics for transportation impact analysis under the California Environmental Quality Act (CEQA). Subsequent CEQA Guidelines (§ 15064.3, subdivision (b)) (approved in 2018 with statewide implementation on July 1, 2020) state that VMT should be the appropriate environmental impact metric under CEQA, replacing previous Level of Service (LOS) criteria. Thus, although Caltrans and Placer County reports may refer to LOS thresholds, the analysis in this Environmental Impact Report (EIR) focuses on VMT per recent CEQA Guidelines.

16.2.3 Local

The WPWMA is a Joint Powers Authority (JPA) composed of Placer County and the cities of Lincoln, Rocklin, and Roseville to own and operate a regional recycling facility and sanitary landfill. As a JPA, the WPWMA considers local regulations and consults with local agencies, but County and city regulations are not applicable, because the County and cities do not have jurisdiction over the proposed project. Accordingly, the following discussion of local goals and policies associated with transportation is provided for informational purposes only.

Placer County General Plan

The Transportation and Circulation section of the *Placer County General Plan* (Placer County 2013) provides long-range planning and policy context to achieve safe and efficient circulation of people, vehicles, and goods throughout the County. The section establishes goals and policies for the circulation system to balance the varying needs of the transportation network users. An applicable goal and two supporting policies are as follows:

- Goal 3.A: To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.
  - Policy 3.A.1 The County shall plan, design, and regulate roadways in accordance with the functional classification system described in the Part I (Land Use/Circulation Diagrams and Standards) of the Policy Document and reflected in the Circulation Plan Diagram.
  - Policy 3.A.2 Streets and roads shall be dedicated, widened, and constructed according to the roadway design and access standards generally defined in Section I (Land Use) of the Policy Document and, more specifically, in community plans, specific plans, and the County's Highway Deficiencies Report (SCR 93). Exceptions to these standards may be considered due to environmental, geographical, historical, or other similar limiting factors. An exception may be permitted only upon determination by the Public Works Director that safe and adequate public access and circulation are preserved.

County of Placer Transportation Study Guidelines.

The *County of Placer Transportation Study Guidelines* (Placer County 2020) recognizes changes to transportation analysis metrics as a result of SB 743 and revised CEQA Guidelines. This study provides guidelines for transportation analysis in the region, including screening criteria, significance thresholds, and analysis methodology.

Placer County Regional Bikeway Plan.

The *Placer County Regional Bikeway Plan* (Kittelson & Associates 2018) was updated in 2018 and proposes a network of bike paths and accommodations for the region. Buffered bike lanes are proposed along Athens Avenue, Fiddyment Road, and Sunset Boulevard.

Sunset Area Plan

The SAP (Placer County 2019) includes goals and policies to improve the transportation environment near the proposed project. These include the following:

- Goal TM-1: Roadways and Traffic. To develop a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.
  - Policy TM-1.1: Complete Street Design. The County shall require, as conditions of approval, the design of all arterial, collector, and local streets in the Sunset Area to address the needs of all potential users and all modes of travel within the street right-of-way.
  - Policy TM-1.4: Vehicle Miles Traveled. Consistent with SB 743, the County shall use vehicle miles traveled (VMT) to evaluate the transportation impacts of new development proposals, in accordance with the adoption timelines defined in SB 743.

16.3 Impact Analysis and Mitigation Measures

16.3.1 Thresholds of Significance

The significance thresholds used to evaluate the project's transportation impacts are based on the example criteria outlined in Appendix G of the CEQA Guidelines. The significance thresholds also consider the applicable goals and policies in the County of Placer General Plan, the County of Placer Transportation Study Guidelines (Placer County 2020), criteria used in the 2019 Final Environmental Impact Report

(FEIR) SAP/PRSP (Ascent 2019), and professional judgment. Accordingly, a significant transportation impact would occur if a project does the following:

Conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

- Roadways
  - Additional lanes beyond the planned number of lanes are required to accommodate for the additional traffic from the project site.
- Transit System and Bicycle or Pedestrian System
  - Interfere with existing or planned public transit services and bicycle or pedestrian facilities.

Conflicts or is inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).

- An increase of more than 110 vehicle trips per day or a VMT increase of more than 880 vehicle miles on a typical day.

Substantially increases hazards as a result of a geometric design feature (for example, sharp curves or dangerous intersections) or incompatible uses (such as farm equipment).

- Access design does not accommodate for both cars and trucks.
- Access design does not adhere to applicable roadway and driveway access design requirements.
- Construction activities introduce geometric design hazards on the roadways.

Has inadequate emergency access.

- Access is insufficient to accommodate emergency vehicles at the site.
- Access does not comply with state and local fire safe standards and applicable regulations for emergency vehicle access to the project site.
- Construction activities would substantially interrupt emergency vehicle operation.

16.3.2 Analysis Methodology

The WPWMA identifies two separate plan concepts for the expansion of the facility: Plan Concept 1 and Plan Concept 2. Plan Concept 1 and Plan Concept 2 contain similar elements, but the locations and characteristics of the elements vary between the two concepts. In response to the increasing population in the communities that the facility serves, both plan concepts increase the material tonnage received from the existing (year 2018) tonnage of 483,968 tons of solid waste material to 912,200 tons of solid waste material by 2050. Both plan concepts consist of solid waste elements, supporting elements, and complementary and programmatic elements. For the complementary and programmatic elements, up to 300,000 square feet of building infrastructure are reserved in the northern portion of the western property under the project level. Under the programmatic level, up to 1.9 million square feet have been reserved for these elements primarily within the northern and southern extents of the western property, and on the center property.

For this transportation analysis, since the two plan concepts include the same elements and solid waste material tonnage, the analysis that follows applies to both plan concepts. This chapter provides analysis for all the elements, including both the project- and program-level discussion for the complementary and programmatic elements. Information and analysis presented in this section is based on review of the 2019 FEIR SAP/PRSP and 2018 SAP/PRSP Transportation Impact Study.

VMT Assessment

Pursuant to SB 743, the focus in evaluating transportation impacts under CEQA has shifted from traffic delay (LOS) to total VMT. The intent of SB 743 is to better align transportation impact analysis under CEQA with the state's long-term climate goal of reducing greenhouse gas emissions. The requirements from SB 743 are implemented in CEQA Guidelines 15064.3(b). OPR provides a Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) that contains technical recommendations regarding the assessment of VMT, thresholds of significance, and mitigation measures for different types of transportation projects.

The approaches, tools, and significance threshold for evaluating VMT are still developing, and the technical guidance from the state and Placer County is not definitive for solid waste management projects. Section 15064.3 explains that a "lead agency has discretion to choose the most appropriate methodology to evaluate a project's [VMT], including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's [VMT]." CEQA generally defers to lead agencies on the choice of methodology to analyze impacts. (*Santa Monica Baykeeper v. City of Malibu* (2011) 193 Cal.App.4th 1538, 1546; see *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 409 ["the issue is not whether the studies are irrefutable or whether they could have been better" … rather, the "relevant issue is only whether the studies are sufficiently credible to be considered" as part of the lead agency's overall evaluation]) (OPR 2018).

Section 15064.3(a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT) (OPR 2018), but their inclusion is not required. For purposes of the VMT impact evaluation in this section, the assessment conservatively includes heavy truck VMT for informational purposes.

The methodology used for this study includes comparing the total project VMT to the total regional VMT for South Placer County. This VMT assessment is conducted based on total VMT rather than VMT per capita, because of the nature of the proposed project. An assessment of VMT per capita would not be applicable to this project because it does not result in an increase in population. The purpose of the proposed project is to serve the existing and projected population of the area.

The comparison of project VMT to regional VMT is intended to provide context to decision makers and the public regarding the scale of the proposed project's VMT generation in relation to regional vehicle travel. However, this comparison was not used to establish a significance threshold nor to justify a less-than-significant impact conclusion. The impact analysis used a very conservative VMT significance threshold based on total VMT generation.

16.3.3 Impact Analysis and Mitigation Measures

This section describes the transportation effects associated with the two plan concepts, mitigation measures for identified significant impacts, and the level of impact significance following implementation of the identified mitigations.

IMPACT 16-1	**Conflict with Traffic Circulation Plan or Program**. The proposed project would increase traffic volumes on study roadway segments in Placer County. However, this increase in traffic volumes would not exceed the capacities of the affected roadways. Also, the proposed project does not include any changes to the roadway network that would affect alternative modes of transportation. Therefore, the proposed project would not conflict with any program, plan, ordinance, or policy addressing the circulation system. Impacts would be **less than significant**.

Plan Concept 1

Operation.

Although policies in the Placer County General Plan identify LOS criteria for roadway segments, according to SB-743 and subsequent CEQA Guidelines (§ 15064.3(b)), these policies are no longer considered in making CEQA significance determinations. However, to determine whether the project would result in any conflicts with roadway improvements identified in Placer County's Circulation Plan and program or the SAP development, the project's projected ADT volumes have been compared with the identified roadway capacities.

The roadway capacity is based on the daily traffic volume thresholds in the *Placer Countywide General Plan EIR. Transportation and Circulation (1994)*. Table 16-2 presents these daily traffic volume roadway segment capacity thresholds.

Table 16-2. Placer County Roadway Segment Capacity Thresholds

Roadway Type	Daily Two-Way Volume Thresholds				
	LOS A	LOS B	LOS C	LOS D	LOS E
4-Lane Expressway	25,200	42,480	54,720	66,960	72,000
4-Lane Arterial – High Access Control	24,000	28,000	32,000	36,000	40,000
6-Lane Arterial – High Access Control	36,000	42,000	48,000	54,000	60,000
8-Lane Arterial – High Access Control	48,000	56,000	64,000	72,000	80,000
2-Lane Arterial – Moderate Access Control	10,800	12,600	14,400	16,200	18,000
4-Lane Arterial – Moderate Access Control	21,600	25,200	28,800	32,400	36,000
6-Lane Arterial – Moderate Access Control	31,400	37,800	43,200	48,600	54,000

Source: *Countywide General Plan Final Environmental Impact Report, Placer County 1994*.

Traffic volumes and VMT used for this impact analysis are based on a combination of year 2018 vehicle data from the current WPWMA facility, the 2019 FEIR SAP/PRSP and 2018 SAP/PRSP Transportation Impact Study, and calculations based on the California Emissions Estimator Model (CalEEMod) software.

The number of vehicles per day from the WPWMA facility consists of vehicles associated with waste recovery, waste disposal, and supporting elements and vehicles associated with the complementary and programmatic elements. The following describes how each was estimated for the proposed project:

- **Waste Recovery and Waste Disposal and Supporting Elements**

  The number of vehicles per day associated with the solid waste and supporting elements for the proposed project was forecasted by using vehicle data in year 2018 from the scale house and employee information for the existing WPWMA facility. According to the year 2018 data, the highest number of vehicles observed was 1,396 vehicles on a weekday and 1,315 vehicles on a weekend day. The number of vehicles during project buildout in year 2050 is forecasted by applying a growth factor of approximately 2 percent per year to the 2018 vehicle data. This growth factor is based on the anticipated population increase in Placer County and tonnage projection from year 2018 to year 2050. The number of projected vehicles per day in year 2050 is 2,541 on weekdays and 2,437 on weekends. For traffic analysis purposes, the focus is on vehicle trips. One vehicle equates to two trips (one inbound and one outbound). The number of vehicles per day is multiplied by two to calculate vehicle trips.

- **Complementary and Programmatic Elements**

  The CalEEMod software is used to estimate the number of vehicles associated with the complementary and programmatic elements of the project. CalEEMod uses trip generation rates from the Institute of Transportation Engineers' *Trip Generation Manual* (ITE 2017). It is assumed that the manufacturing land use trip generation rates would represent the number of vehicles for this element of the project. Vehicle trips for 1.9 million square feet of building for the complementary and programmatic elements (of which 300,000 square feet are evaluated at a project level) are calculated.

Table 16-3 summarizes the number of vehicle trips per day during a weekday and weekend for the existing solid waste operations (2018 baseline conditions) and for the 2050 conditions. The difference in vehicle trips per day identified for 2018 and 2050 represents the vehicle trips associated with the different project components. As shown in Table 16-3, the proposed expansion of the solid waste operations with 300,000 square feet of building space for the complementary elements is anticipated to generate 3,619 vehicle trips per day during a weekday and 2,713 during a weekend. When the 1.9 million square feet of building space associated with the complementary and programmatic elements is combined with the expanded solid waste operations, a total of 9,870 vehicle trips per day during the weekday and 5,289 vehicle trips per day during the weekend would be expected.

Table 16-3. Weekday Number of Vehicle Trips Per Day

Daily Total Number of Vehicles Trips	Weekday			Weekend		
	Year 2018	Year 2050	Proposed Project[a]	Year 2018	Year 2050	Proposed Project[a]
Solid Waste and Supporting Elements	2,791	5,082	2,291	2,629	4,875	2,245
Complementary Elements (300,000 sq ft of building)	--	1,328	1,328	--	468	468
Project Site Total (Solid Waste + Supporting Elements + 300,000 sq ft of Complementary and Programmatic Elements)			**3,619**			**2,713**
Solid Waste and Supporting Elements	2,791	5,082	2,291	2,629	4,875	2,245
Complementary and Programmatic Elements (1.9 million sq ft of building)	--	7,579	7,579	--	3,044	3,044
Project Site Total (Solid Waste + Supporting Elements + 1.9 million sq ft of Complementary and Programmatic Elements)			**9,870**			**5,289**

[a] The difference between vehicle trips per day for year 2018 and year 2050 is the vehicle trips associated with the expansion of the WPWMA facility (column highlighted in gray).

Notes:

-- = not applicable

sq ft = square foot (feet)

Table 16-4 summarizes the project access roadways, along with the existing number of lanes, existing roadway capacity, and weekday existing year 2018 ADT with and without the project. Since project vehicle traffic is higher during the weekday compared with the weekend, the analysis is conducted for weekday only to represent a worse-case scenario. Project trips have been added to the project access roadways based on WPWMA service location data. As shown in Table 16-3, with the additional project trips, the volumes on the project access roadways are within existing roadway capacities.

Table 16-4. Project Access Roadways and Roadway Characteristics

#	Segment Location	Existing Number of Lanes	Existing Capacity	Year 2018 ADT[a]	Year 2018 + Project[b] ADT	Year 2018 + Project[c] ADT
1	Fiddyment Road: Athens Avenue to Project Northerly Boundary	2	18,000	4,035	4,325	4,825
2	Fiddyment Road: Sunset Boulevard West to Athens Avenue	2	18,000	7,919	8,534	9,597
3	Athens Avenue: Fiddyment Road to Foothill Boulevard North	2	18,000	7,058	9,772	14,461
4	Athens Avenue: Foothill Boulevard North to Industrial Avenue	2	18,000	12,352	12,714	13,339
5	Foothill Boulevard North: Athens Avenue to Sunset Boulevard	2	18,000	4,829	7,181	11,245
6	Sunset Boulevard: Foothill Boulevard North to Industrial Avenue	2	18,000	4,409	6,761	10,825
7	Industrial Avenue: Athens Avenue to Sunset Boulevard	2	18,000	11,706	12,068	12,693
8	Industrial Avenue: Sunset Boulevard to Roseville City Limits	2	18,000	9,562	9,924	10,549

[a] Weekday ADT

[b] Project = Solid waste, supporting, and 300,000 sq ft of building for complementary and programmatic elements

[c] Project = Solid waste, supporting, and 1.9 million sq ft of building for complementary and programmatic elements

No transit service, bicycle facilities, or pedestrian facilities are located within the study area, and the proposed project does not include any changes to the local roadway network. Therefore, project implementation would not be expected to adversely affect existing or planned bicycle, pedestrian, or transit system facilities within the project vicinity.

The project includes a crossing of Fiddyment Road to connect the center and western properties. This crossing would be constructed either under or over Fiddyment Road and would not connect to the local project access roadways. This project feature is not anticipated to conflict or interfere with any existing or planned improvements identified in Placer County's Circulation Plan or the SAP development for Fiddyment Road.

The proposed project would not change the existing or planned circulation system in the project vicinity. Therefore, the proposed project would not conflict or interfere with any program, plan, ordinance, or policy addressing the circulation system, specifically Placer County's Circulation Plan (per goal 3.A. and policy 3.A.1) and proposed improvements and goal TM-1 for the entire SAP development. Therefore, project operational impacts would be less than significant.

Construction.

During construction, there would be a short-term temporary increase in traffic on the project access roadways as a result of the construction of utilities underneath the roadway and the crossing connecting the center and western properties over Fiddyment Road. The increase in traffic caused by construction is

expected to be minimal. Furthermore, the WPWMA would prepare a Construction Transportation Management Plan under Mitigation Measure 11-3, and as discussed in Chapter 11 Hazards, Hazardous Materials and Wildfire, a Construction Traffic Management Plan would be implemented under Mitigation Measure 11-5, both of which could further reduce impacts from project construction on traffic. Since the transportation effects during construction are short term and temporary, construction impacts on the local circulation system and potential conflicts with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, would be less than significant.

Plan Concept 2

As described in Chapter 3, Project Description, the primary differences between Plan Concept 1 and Plan Concept 2 are related to where various facilities would be located on the WPWMA's property and when various facilities would be developed. These differences do not change the conclusions identified for Plan Concept 1. As such, impacts as a result of implement Plan Concept 2 would be the same as those described for Plan Concept 1.

IMPACT 16-2	**Increase in Vehicle Miles Traveled**. The implementation of the proposed project would result in new daily vehicle travel, which would result in a net increase in VMT. This increase in VMT would exceed the identified significance threshold and would result in a **significant and unavoidable** transportation impact.

Plan Concept 1

An assessment of VMT has been conducted to compare the VMT for the proposed project with the regional VMT. The project site is located within the boundaries of the SAP/PRSP, and development of the project site was included in the transportation analysis for the SAP/PRSP development. Therefore, this VMT assessment is based on a review of the 2019 FEIR SAP/PRSP and 2018 SAP/PRSP Transportation Impact Study with adjustments based on project-specific information.

VMT for the proposed project was calculated by using the vehicle trips in Table 6-3 and the weighted-average travel distances from WPWMA service location data along with typical travel distances from CalEEMod. Table 16-5 summarizes weekday project VMT for the proposed project elements. Estimated project VMT for the solid waste components, supporting elements, and 300,000 square feet of building space for the complementary elements is 62,591 vehicle miles during a weekday. Estimated project VMT for the solid waste components, supporting elements, and 1.9 million square feet of building space for the complementary and programmatic elements is 116,338 vehicle miles.

Table 16-5. Project Vehicle Miles Traveled

Project Elements	Weekday Daily VMT (vehicle miles)
Solid Waste and Supporting Elements	50,719
Complementary Elements – 300,000 sq ft of building	11,873
Project Site Total (Solid Waste + Supporting Elements + 300,000 sq ft of Complementary Elements)	**62,592**
Solid Waste and Supporting Elements	50,719

Table 16-5. Project Vehicle Miles Traveled

Project Elements	Weekday Daily VMT (vehicle miles)
Complementary and Programmatic Elements – 1.9 million sq ft of building	65,619
Project Site Total (Solid Waste + Supporting Elements + 1.9 million sq ft of Complementary and Programmatic Elements)	**116,338**

Table 16-6 compares the estimated project-specific VMT to the regional VMT for South Placer County. As shown in Table 16-6, VMT generated by the project is anticipated to increase from 9,935,503 vehicle miles to 9,998,095 vehicle miles for the proposed WPWMA expansion of the solid waste elements, supporting elements, and 300,000 square feet of building space for the complementary elements. This change is an increase of 62,592 vehicles miles (representing 0.63 percent of the regional VMT). An increase of 1.17 percent in the regional VMT would be expected for the proposed expansion of the solid waste elements, supporting elements, and 1.9 million square feet of building space for the complementary and programmatic elements.

Table 16-6. Vehicle Miles Traveled Comparison

Scenario	Daily VMT	Units	Change	%
Existing (Year 2018) Regional South Placer County	9,935,503	vehicle miles		
Existing (Year 2018) Regional South Placer County Plus Project				
- Solid Waste + Supporting + 300,000 sq ft Complementary Elements	9,998,095	vehicle miles	62,592	0.63%
- Solid Waste + Supporting + 1.9 million sq ft Complementary/Programmatic Elements	10,051,841	vehicle miles	116,338	1.17%

The increase the regional VMT in South Placer County over year 2018 existing conditions associated with project implementation would substantially exceed the identified significance thresholds. These increases in regional VMT would be primarily driven by the increased generation of solid waste associated with the anticipated growth in residential development, employment, and services within the area. The project by its nature would accommodate the increase in waste and recyclable materials in response to the increased population within the area.

This impact analysis is very conservative because it includes heavy truck trips, which were not contemplated in CEQA Guidelines Section 15064.3(a) Technical Advisory (OPR 2018), and it does not account for the reduction in vehicle trips that could be generated by locating compatible manufacturing operations directly adjacent to potential source materials. However, it would be very difficult for a solid waste management facility that accepts waste from a region to reduce VMT when the region is growing. Therefore, the increase in VMT in South Placer County associated with project implementation is considered a significant impact. This conclusion is consistent with the impact conclusion included in the SAP/PRSP EIR for the project site.

Plan Concept 2

As described in Chapter 3, Project Description, the primary differences between Plan Concept 1 and Plan Concept 2 are related to where various facilities would be located on the WPWMA's property and when various facilities would be developed. These differences do not change the conclusions identified for Plan Concept 1. As such, impacts as a result of implementation of Plan Concept 2 would be the same as those described for Plan Concept 1.

Mitigation Measure 16-2: Increase in Vehicle Miles Traveled

Prior to the initiation of project construction activities, the WPWMA will prepare a Transportation Demand Management Plan to minimize the increase in VMT. The Transportation Demand Management Plan will include specific measures intended to reduce employee vehicle trips, such as carpool and ride-share incentive strategies.

Level of Significance after Mitigation

The identified mitigation measure would reduce VMT associated with project implementation. However, because of the nature of the project, which is proposed in part to accommodate growth in the waste stream within South Placer County, a net increase in VMT would be expected with project implementation. This increase would be greater than the identified significant threshold, and this impact would remain **significant and unavoidable**.

IMPACT 16-3	**Increase in Vehicle Hazards**. The proposed project does not include roadway design changes and would not substantially increase hazards for vehicles as a result of a geometric design feature or incompatible uses. During the installation of utility upgrades within local roadways and site access improvements, temporary lane closures would be necessary to accommodate construction activities. However, these roadway construction activities would include the implementation of standard construction traffic management procedures that would minimize potential temporary traffic hazards. In addition, during site operations, the improvements to the site entrance would be expected to minimize potential vehicle conflicts associated with vehicles backing up on Athens Avenue. Therefore, this impact would be **less than significant**.

Plan Concept 1

Operations.

The increase in vehicle trips associated with the proposed project operations would be expected to increase the number of vehicles entering the central property from Athens Avenue and queuing on the site prior to dumping materials. This increase in vehicles could result in backups on Athens Avenue during peak conditions if additional queuing capacity is not provided on the site. However, the proposed project includes entrance improvements that are intended to increase vehicle capacity and throughput for solid waste operations on the central property. In addition, some of the solid waste traffic associated with the existing facility would be diverted to the western property, which would reduce the potential for vehicle backups on Athens Avenue at the central property entrance. By limiting the potential for backups on Athens Avenue associated with solid waste operations, the proposed project would not be expected to increase the potential for traffic conflicts that could result in vehicle stacking hazards on this roadway during site operations. Therefore, this impact would be less than significant.

Construction.

Project implementation would require some existing utility infrastructure buried within local roadways to be upgraded. Also, the existing entrance on Athens Avenue that provides access to the central property is proposed to be upgraded to accommodate the expanded solid waste operations on this property. The entrance improvements have been designed to increase the number of vehicles that can enter the site without resulting in vehicle backups on Athens Avenue.

The unimproved segment of Athens Avenue that extends west of the Fiddyment Road and Athens Avenue intersection is proposed to be improved to accommodate access to proposed solid waste uses on the western property. In addition, to accommodate the movement of vehicles and materials between the central and western properties, the installation of a crossing over or under Fiddyment Road is proposed. Finally, the construction of complementary and programmatic elements on the western property would require the construction of new access locations on Fiddyment Road.

The proposed utility upgrades and new or expanded entrance facilities may require temporary lane closures to accommodate construction activities. The construction of any facilities that could affect local vehicle circulation would be required to comply with applicable construction traffic management requirements that have been established to maintain safety and reduce traffic hazards. This includes the use of appropriately trained personnel to direct traffic, the placement of temporary signage, and the use of other traffic safety equipment. Standard engineering practice for roadway construction projects includes complying with the *Manual for Uniform Traffic Control Devices* (FHWA 2012) so that appropriate signage, pavement delineations, and traffic control devices are being used. These types of roadway construction projects and associated traffic management activities are common in the area and would not be expected to cause unique roadway hazards. Therefore, project construction would not be expected to substantially increase vehicle hazards, and this impact would be less than significant.

Plan Concept 2

As described in Chapter 3, Project Description, the primary differences between Plan Concept 1 and Plan Concept 2 are related to where various facilities would be located on the WPWMA's property and when various facilities would be developed. These differences do not change the conclusions identified for Plan Concept 1. As such, impacts as a result of implementing Plan Concept 2 would be the same as those described for Plan Concept 1.

IMPACT 16-4	**Inadequate Emergency Vehicle Access**. The proposed project would not result in inadequate emergency vehicle access to or around the project site. The project site can be accessed from multiple directions along local roadways. Also, the proposed project includes upgrading existing site access locations and installing new site access locations to accommodate the site improvements. Therefore, impacts would be **less than significant**.

Plan Concept 1

Construction.

During construction activities that affect local roadways, necessary temporary lane closures could delay emergency vehicle access to the site or through the area. However, as described previously in Impact 16-3, the construction of any facilities that could affect local vehicle circulation would be required to comply with standard construction traffic management requirements that have been established to maintain

safety and reduce traffic hazards. These traffic management requirements include verifying that access is maintained for emergency vehicles throughout the construction period. Furthermore, as discussed in Chapter 11 Hazards, Hazardous Materials and Wildfire, the WPWMA would be required to prepare a Construction Transportation Management Plan, which would need to identify strategies for providing adequate emergency vehicle access at the site throughout construction periods. Therefore, the proposed construction activities would not interfere or substantially delay emergency vehicle access to the project site or within the local area, and this impact would be less than significant.

Operation.

The project site can be accessed from the south and north via Fiddyment Road, and from the east via Athens Avenue. For the project site's center and eastern properties, emergency vehicle access is available at the main entrance along Athens Avenue. In addition, three existing access locations are located along Fiddyment Road. Although these access locations are gated and rarely used, they would provide alternative access options in the event of an emergency at the central or eastern property.

For the western property, emergency vehicle access would be provided by the extension of Athens Avenue onto the western property from the Fiddyment Road and Athens Avenue intersection. This new entrance onto the western property would be required to be constructed to accommodate the anticipated vehicle traffic associated with the site uses as well as to accommodate emergency vehicle access. With the construction of complementary and programmatic elements, construction of additional access locations would be required to accommodate site circulation. Construction of these new access locations would improve emergency vehicle access at the site. Therefore, emergency vehicle access impacts are considered to be less than significant.

Plan Concept 2

As described in Chapter 3, Project Description, the primary differences between Plan Concept 1 and Plan Concept 2 are related to where various facilities would be located on the WPWMA's property and when various facilities would be developed. These differences do not change the conclusions identified for Plan Concept 1. As such, impacts as a result of implementing Plan Concept 2 would be the same as those described for Plan Concept 1.

16.4 References

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