

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 5, 2013

Reference No.: 2.2c. (7)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE AUBURN-FOLSOM ROAD
WIDENING PROJECT (RESOLUTION E-13-17)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Auburn-Folsom Road Widening Project in Placer County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The County of Placer (County) is the CEQA lead agency for the project. The project is located on Auburn-Folsom Road in the Granite Bay area of Placer County. The project will widen Auburn-Folsom Road from two to four lanes for a distance of approximately two miles, from the Placer/Sacramento County line north to Douglas Boulevard. The project will also improve and install traffic signals, medians, Class II bikeways, pedestrian ADA upgrades, and other roadway improvements. The FEIR for the project was approved and certified by the Placer County Board of Supervisors on June 22, 2004.

The FEIR determined that impacts related to Visual Resources/Aesthetics would be significant and unavoidable as follows:

- Visual Resources/Aesthetics impacts relate to degradation of visual quality resulting from tree removal. The full project roadway widening is anticipated to require the removal of 346-389 trees. Although mitigation was included in the project, including tree re-planting and re-vegetation of the project area, the visual and aesthetic impacts remain significant and unavoidable.

The County adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project on June 22, 2004. The County found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to: enhanced public accessibility throughout the region, provision of necessary capacity for anticipated increases in traffic volume in the project area, improved multi-modal safety along Auburn Folsom Road, and enhanced regional cooperation by connecting with improvements that are being constructed by the City of Folsom. The County established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

On January 16, 2013, the County provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. The County also confirmed that the 2004 FEIR remains valid and that there are no new impacts requiring mitigation identified since adoption of the FEIR in 2004.

The project will be constructed in four phases. The first three phases have been constructed. The fourth and final phase of the project will widen Auburn-Folsom Road from two to four lanes between Bell Road and Douglas Boulevard for a distance of approximately 0.9 miles and is programmed in the SLPP program of projects.

Phase 4 of the project is estimated to cost \$7,720,000 and is funded with SLPP (\$1,000,000) and Local (\$6,720,000) funds. Construction is estimated to begin in fiscal year 2012/13.

Attachment

- Resolution E-13-17
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03 – Placer County Resolution E-13-17

- 1.1 **WHEREAS**, the County of Placer (County) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Auburn-Folsom Road Widening Project
- 1.2 **WHEREAS**, the County has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will widen Auburn-Folsom Road from two to four lanes for a distance of approximately two miles, from the Placer/Sacramento County line north to Douglas Boulevard and will improve and install traffic signals, medians, Class II bikeways, pedestrian ADA upgrades, and other roadway improvements; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to visual resources/aesthetics make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and
- 1.6 **WHEREAS**, the County adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the County adopted a Mitigation Monitoring Program for the project; and
- 1.8 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS
County of Placer

TO: BOARD OF SUPERVISORS

DATE: JUNE 22, 2004

FROM: TIM HACKWORTH/RICK DONDRO^{RWD}

SUBJECT: AUBURN FOLSOM ROAD WIDENING PROJECT

ACTION REQUESTED / RECOMMENDATION

- 1) Conduct a public hearing and certify the Final Environmental Impact Report (EIR) for the Auburn Folsom Road Widening Project with findings (Attachment X).
- 2) Approve the project alignment, components and phasing to allow the final design on Phase 1 to proceed and to purchase Right of Way for all phases of the project.
- 3) Authorize advertisement for construction bids of Phase 1A (Traffic Signal at Fuller Drive.)

BACKGROUND/SUMMARY

The project as proposed would widen Auburn Folsom Road in three phases from two lanes to four lanes from south of Douglas Boulevard to the County Line (See Attachment 1 – Project Location Map). The main purpose of the project is to provide additional roadway capacity to handle increasing traffic levels. Staff has solicited public comments through workshops, MAC meetings, property owner meetings, and the EIR process. Based upon this input, staff has developed a recommended project, which includes landscaped medians, a new traffic signal (Fuller Drive), bike lanes, a multi-purpose trail, and other roadway features. Please refer to Attachment 2 for a more detailed project description and to Attachment 3 for a summary table of project issues and staff/MAC recommendations.

With approval of the EIR and project components, Dokken Engineering can proceed forward with the base design for the entire project and preparation of bid documents for Phase 1. Phase 1 is broken into two sub-phases Phase 1A (Traffic Signal at Fuller Drive) and Phase 1B (Douglas Blvd. to south of Eureka Road). Construction is planned to begin during spring of 2005 for Phase 1A and summer of 2006 for Phase 1B. Future revisions to key project components in Phase 1 may require costly redesign and may delay the start of construction. In addition to construction of Phase 1 staff is proposing to purchase the necessary rights of way for the full project in order to reduce future costs and facilitate Phases 2 & 3.

ENVIRONMENTAL

A Draft EIR was prepared and released for public review in March of 2003 and the Final EIR in August 2003. Attachment 4 outlines the key impacts and proposed mitigation measures relating to tree loss, noise, and traffic operations. Throughout the EIR process, a great deal of effort has been made to develop alternatives that will mitigate the impacts of the project to the greatest extent possible. The environmental documentation has been submitted to the Board under separate cover.

FISCAL IMPACT

Due to uncertainties in future revenue, staff is proposing a pay as you go approach to implement the project (See Attachment 5). Funding for construction of Phase 1 and right of way for all phases of the project is estimated to cost \$7.2 million. The proposed funding for this part of the project is from the Granite Bay Traffic Mitigation Fees which has a current available balance of \$6 million and revenue of \$600,000 per year. Alternate sources of revenue are being explored for the remaining Phases (2 & 3), but nothing has been secured at this time. The estimated total project cost is \$17 million if completed in one phase and \$21.3 million (2005 dollars) if completed over three phases.

Attachment X

Placer County Board of Supervisors
Findings of Fact and Statement of Overriding Considerations
for the
Auburn Folsom Road Widening Project
Environmental Assessment/Final Environmental Impact Report

ACRONYMS AND ABBREVIATIONS

CEQA	California Environmental Quality Act
Draft EIR	Environmental Assessment/Draft Environmental Impact Report dated March 2003
Final EIR	Environmental Assessment/Final Environmental Impact Report dated August ^{Sept.} 2003
Project	Auburn-Folsom Road Widening Project, including the Recommended Alignment
County	County of Placer
DPW	Placer County Department of Public Works
Recommended Alignment	The "Recommended Alignment" as described in Section B of these Findings

I. FINDINGS OF FACT

SECTION A: INTRODUCTION

The California Environmental Quality Act, Public Resources Code section 21000, *et seq.*, ("CEQA") and the California Code of Regulations, Title 14 (the "CEQA Guidelines") allow a lead agency to approve a project with significant unavoidable effects if the lead agency identifies in writing, based on substantial evidence in the record, specific economic, social, or other benefits that outweigh the significant unavoidable effects.

The Placer County Board of Supervisors ("Board") has reviewed the Project's Final EIR (SCH#2002042036) and the following represents its response to those significant effects that will directly or indirectly result from the Project. (Public Resources Code § 21002.1(d).)

The Board has reviewed the Final EIR and the potentially significant environmental impacts that will directly or indirectly result from approval of the Project, and makes one or more of the following findings for each identified significant impact:

1. Changes or alternatives that avoid or substantially lessen the significant environmental effects as identified in the Final EIR have been required or incorporated into the Project; or
2. Such changes or alternatives are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; or
3. Specific economic, social or other considerations make infeasible the mitigation measures or Project alternatives identified in the Final EIR.

(CEQA Guidelines §§15091, 15093; Public Resources Code section 21081.)

These findings are made by the Board pursuant to section 15091 of the CEQA Guidelines. The Board also is adopting a "Statement of Overriding Considerations" pursuant to sections 15093 of the CEQA Guidelines. The Board finds that where more than one reason exists for any finding, each reason independently supports these findings. This document presents the Findings of Fact and Statement of Overriding Considerations to allow the Project to proceed, assuming all other necessary permits or approvals are obtained.

SECTION B: PROJECT DESCRIPTION AND PROJECT OBJECTIVES

These findings generally describe the Project as proposed by Placer County DPW and the environmental determinations regarding the Project, as set forth in the Final EIR.

The County has developed the Auburn-Folsom Road Widening Project for the purposes of upgrading Auburn-Folsom Road from the Placer/Sacramento County line to Douglas Boulevard. The Project has been divided into three phases: Phase 1 (south of Douglas Blvd. to approximately 1500' south of Eureka Road), Phase 2 (County Line to approximately 1500' north of Oak Hill Drive) and Phase 3 (1500' south of Eureka Road to 1500' north of Oak Hill Drive). Phase 1 is broken into two sub-phases Phase 1A (Traffic Signal at Fuller Drive) and Phase 1B (Douglas Blvd. to south of Eureka Road). Phase 1 includes right-of-way acquisition for the entire Project.

The Recommended Alignment is a combination of alternatives studied in the Final EIR. The proposed alignment was selected as the preferred alternative due to its compliance with specific Project goals, such as improvement of safety and design speed, while minimizing environmental and social impacts by selecting the best right of way and roadway profile combinations for specific portions of the Project.

The Recommended Alignment incorporates improvements based on a 55 mph design speed, and includes widening Auburn Folsom Road to provide four 12-foot lanes (two in each direction) and 6-foot paved shoulders to accommodate Class II bike lanes on each side. A 14-foot painted and/or raised median will also be incorporated, with two sections (approximately 300 linear feet each) of raised landscaped medians at each end of the project. A granite monument with an inscription welcoming people to Granite Bay will be placed in the southerly landscaped median.

The Recommended Alignment will also incorporate a 4-foot wide multi-purpose trail adjacent to the paved shoulder on the west side from Eureka Road to Oak Hill Drive. From Oak Hill Drive south, a meandering multi-purpose trail will be maintained with some portions relocated to facilitate the proposed improvements. The meandering trail will cross the canal and connect to the Baldwin Reservoir trail using the existing box culvert, which is being extended by the City of Folsom.

Existing signalized intersections (Auburn Folsom Road/Eureka Road and Auburn Folsom Road/Oak Hill Drive) will be modified, and a new signal will be installed at the intersection of Auburn Folsom Road and Fuller Drive. The Fuller Drive signal is proposed to be constructed during Phase 1A, with the remaining widening between Douglas Blvd. and 1500' south of Eureka Road (Phase 1B) being constructed later. Phase 1A is being proposed prior to Phase 1B in an effort to improve access to Fuller Drive.

A concrete block wall will be installed for continuity on the west side of the project from Oak Hill Drive south to connect to the City of Folsom's wall (Phase 2). The Recommended Alignment includes retaining walls, as may be necessary, on the east side of Auburn Folsom Road along the curve just north of Lou Place and on the west side north of Lou Place to reduce right of way requirements (Phase 3). The Recommended Alignment includes additional retaining walls, as may be necessary, to be installed in other locations in order to reduce impacts on environmentally sensitive areas, and/or necessary because of right of way issues.

Access to streets and driveways will be accommodated either through two way left turn lanes, left turn pockets, or u-turn capabilities located in close proximity. The Recommended Alignment is intended to minimize right-of-way acquisition from private property. A majority of the right-of-way acquisition in the Recommended Alignment will be from the Bureau of Reclamation/State Parks. In an effort to limit right-of-way acquisition and reduce the amount of earthwork, a section of the project near Lou Place will utilize a split-profile design. Similarly, near Eureka Road, lane widths and the median width have been reduced to minimize impacts. The Project area will be revegetated in accordance with the requirements specified in the Final EIR.

The primary objectives of the Project are to provide additional roadway capacity to handle increasing traffic levels along Auburn Folsom Road and to provide needed safety, pedestrian and bicycle improvements. Project Objectives are further described in the Executive Summary of the Draft EIR.

SECTION C: PROJECT HISTORY

The County distributed a notice of preparation (NOP) for the EIR in April, 2002 to identify issues of concern regarding the scope and content of the environmental information to be included in the EIR. The NOP was distributed to federal, state and local agencies and interested members of the public for a 30 day review period. The NOP and comment letters are provided in the Final EIR. Public review for EIR documents was conducted in accordance with the CEQA-mandated public review period(s). Public meetings were held as described the Final EIR. Public comment was reviewed by DPW and the County's EIR consultant, and a response was prepared to address each received written comment, as contained in the Final EIR.

SECTION D: THE RECORD

For the purposes of CEQA and the Findings of Fact and Statement of Overriding Considerations hereinafter set forth, the administrative record for the Project consists of the following:

1. All non-privileged relevant staff reports, memoranda, maps, minutes and other planning documents prepared by Placer County DPW staff and consultants relating to the Project and which are available to the public in accordance with the California Public Records Act, Govt. Code section 6250 et seq.;

2. All CEQA documents prepared for the Project and all documents on which the CEQA documents rely by reference, including the Draft EIR and their addenda and all documents collectively representing the Final EIR for the Project;

3. All written comments, responses and testimony concerning the CEQA documents received by the County from public agencies and interested members of the public concerning the Project, up to and during the Board's

hearing on June 22, 2004, and any written comments and responses from thereto;

4. Testimony received by the County at all noticed public hearings, including comments on the Project and/or any draft or final EIR;

5. Documents submitted in association with the Project, describing the Project and/or related projects and supporting or augmenting the environmental documents prepared pursuant to CEQA for the Project and/or related projects;

6. Any documents embodying the County's action on the Project including staff reports, statements of decision and resolutions and the minutes of public hearings, meetings, and workshops on the Project;

7. All other information including documents or testimony submitted to the County supporting or augmenting the environmental documents prepared pursuant to CEQA.

8. These Findings of Fact and Statement of Overriding Considerations adopted in connection with the Project.

SECTION E: DISCRETIONARY ACTIONS

The proposed discretionary actions by the Board involve the Certification of the Final EIR, adoption of these Findings of Fact and Statement of Overriding Considerations, and subsequent approval of the Project, including the Recommended Alignment and phasing as described herein.

SECTION F: TERMINOLOGY OF FINDINGS

Section 15091 of the CEQA Guidelines requires that for each significant environmental effect identified in an EIR for a proposed Project, the approving agency must issue a written finding reaching one or more of three allowable conclusions, including a brief explanation of the rationale for each conclusion. The first is that "[c]hanges or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." The second potential finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." The third permissible conclusion is that "[s]pecific economic, social, or other considerations make infeasible the mitigation measures or Project alternatives identified in the Final EIR."

For purposes of these Findings, the term "mitigation measures" shall constitute the "changes or alterations" discussed above. The term "avoid or substantially lessen" will refer to the effectiveness of one or more of the mitigation measures or alternatives to reduce an otherwise significant environmental effect to a less than significant level.

When an impact remains significant or potentially significant with mitigation, the Findings will indicate that the impact is still "significant."

For each mitigation measure, the Board also will decide whether the mitigation proposed in the EIR is "feasible." Pursuant to the CEQA Guidelines, "[f]easible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." (CEQA Guidelines section 15364.)

SECTION G: LEGAL EFFECT OF FINDINGS

All feasible Mitigation Measures that avoid or substantially lessen the significant effects of the Project and that are adopted are binding on the County and its assigns or successors in interest at the time of approval of the Project.

SECTION H: FINDINGS ON SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The Final EIR analyzes environmental effects of the Project that would be significant in the absence of mitigation measures for the Project. These effects (or impacts) are set forth in the Final EIR, along with the adopted mitigation measures (changes or alterations) that will avoid or substantially lessen those significant effects. Also set forth are certain significant effect(s) that cannot be avoided or reduced to a less than significant level even with the adoption of all feasible mitigation measures proposed in the Final EIR. In adopting these findings, the Board also adopts a Statement of Overriding Considerations setting forth the economic, social and other benefits of the Project that will render these significant effect(s) acceptable.

The Board is not required by law to adopt mitigation measures for impacts that are less than significant. The voluntary adoption of such mitigation measures with respect to certain impacts, however, does not obligate the Board to similarly adopt measures with respect to other impacts.

The Board is finding whether the impacts remain significant or are reduced to a level of insignificance with the application of feasible mitigation measures. The Board also is finding whether certain other measures that were proposed but not adopted, are infeasible for social, economic or other reasons. Lastly, the Board is identifying measures that are within the jurisdiction and responsibility of other agencies.

Adoption of and Findings Concerning Adopted Mitigation Measures

The Board hereby adopts the mitigation measures applicable to the Project as described in the Auburn Folsom Road Widening Project Mitigation Monitoring Plan on file with the Clerk of the Board of Supervisors. The Board finds that certain mitigation measures as described in the Final EIR will lessen but not necessarily eliminate the potential adverse environmental effect associated with the Project. Thus, these impact(s) are significant and unavoidable. The Board finds that there are no other feasible mitigation measures or alternatives that the Board may adopt at this time which would reduce these impacts to less than significant. To the extent that these adverse

impact(s) will not be substantially lessened or eliminated, the Board finds that the specific, economic, legal, social, technological or other considerations identified in the Statement of Overriding Considerations support approval of the Project.

SECTION I: FINDINGS REGARDING PROJECT ALTERNATIVES

Evaluation of alternatives to the proposed project that could reduce significant impacts is a fundamental objective of the environmental review process. The range of alternatives required in an EIR is governed by the "rule of reason." The EIR must evaluate a sufficient range of alternatives to foster an informed discussion of reasonable choices. The alternatives examined in the Final EIR were developed by the EIR consultant and DPW. Alternatives that were analyzed include:

1. Alternative 1: Widen Roadway to the West
2. Alternative 2: Widen Roadway to the East.
3. Alternative 3: Widen Roadway equally on both sides
4. Alternative 4: County-DPW Preferred Alternative
5. The No-Project alternative.

The Board incorporates by this reference the Alternatives discussion found in Chapter 2 of the Draft EIR and incorporates the findings stated therein. The Board further finds that there is substantial evidence in the record that the Recommended Alignment has been adequately analyzed by Alternatives 1-4, inclusive, and is within the Project limits as described in Chapter 2 of the Draft EIR. The Board further finds that there is substantial evidence in the record that the No-Project alternative is infeasible because it does not allow the Project to feasibly achieve its basic objectives nor accomplish the goals and policies of the County's transportation plans and other adopted County policies.

II. STATEMENT OF OVERRIDING CONSIDERATIONS

The Board specifically finds that to the extent the identified adverse or potentially adverse impacts have not been mitigated to less than significant levels, there are specific economic, social and other considerations that support approval of the Project. Moreover, the Board finds that where more than one reason exists for any particular finding, the Board finds that each reason independently supports that finding.

The Board makes the following Statement of Overriding Considerations in support of its proposed approval of the Project:

CEQA requires a public agency to balance the benefits of a proposed Project, including specific economic, social, planning, land use, or other considerations, against its unavoidable environmental risks in determining whether to approve the Project. The Board has reviewed and considered the information contained in the Final EIR and throughout the record. Based on this information, the Board proposes to approve the

Project despite certain significant unavoidable adverse impacts identified in the Final EIR.

The Board has carefully balanced the benefits of the proposed Project against the unavoidable adverse impacts identified in the Final EIR. Notwithstanding the disclosure of impact(s) identified in the Final EIR as significant and which have not been eliminated or mitigated to a level of insignificance, the Board, acting pursuant to sections 15093 of the CEQA Guidelines, hereby determines that the benefits of approving the Project outweigh the significant unmitigated adverse environmental impacts.

The Final EIR identifies each of the potential adverse impacts that cannot be mitigated to a level of insignificance even if the Project is implemented with adopted mitigation measures. Although the Board concludes that the unavoidable environmental effect(s) identified in the Final EIR, as well as the environmental effects which have not been mitigated to a point of insignificance will be substantially lessened by the mitigation measures incorporated in the proposed Project, it recognizes that implementation of the Project nonetheless introduces certain unavoidable and irreversible environmental impacts.

The following effect cannot be mitigated to a less than significant level:

SECTION A: SIGNIFICANT UNAVOIDABLE IMPACT

1. **Degradation of Visual Quality Resulting From Tree Removal; Impact 7.4**

Trees and other vegetation will necessarily need to be removed for the construction of the Project. The Final EIR finds that travelers and others would experience diminished visual quality and change in the rural character of the corridor. The Final EIR finds that, even after adoption of identified mitigation measures, there will be a significant and unavoidable impact.

SECTION B: SPECIFIC FINDINGS

1. **Project Benefits Outweigh Unavoidable Impacts**

The unavoidable and irreversible impacts of the Project detailed above are acceptable in light of the economic, fiscal, social, planning, land use and other considerations set forth herein because the benefits of the Project outweigh any significant and unavoidable or irreversible adverse environmental impacts.

2. **Balancing of Competing Goals**

The Board finds it is imperative to balance competing goals in considering the reasons and need for the Project and the environmental documentation for

the Project. Not every environmental impact has been fully eliminated because of the need to satisfy competing concerns. Accordingly, in some instances the Board has chosen to accept certain environmental impacts because to eliminate them would unduly compromise other important economic, social or other goals. The Board thus finds and determines that the transportation, economic, fiscal, social, planning, land use and other benefits to be obtained by approving the Project outweigh the environmental and related potential detriment of the Project.

The Board specifically finds that to the extent an identified adverse impact has not been mitigated to less than significant level, there are specific transportation, economic, social, planning, land use and other considerations which support approval of the Project, as follows. Moreover, where more than one reason exists for any finding, the Board finds that each reason independently supports these findings.

3. Transportation Improvements

The Board finds that the proposed Project is necessary and appropriate to improving transportation circulation and access to the citizens of Placer County and the public at large. The Board further finds that the proposed improvements are in the public interest to enhance capacity on an established transportation corridor. Improvements to Auburn Folsom Road enhance public accessibility throughout the region and provide necessary capacity for anticipated increases in traffic volume in the Project area.

4. Safety

The Project will improve safety along Auburn Folsom Road by improving sight distances, adding traffic lanes in each direction, signaling intersections, adding medians, improving alignments and providing pedestrian and bicycle improvements.

5. Regional Cooperation

The Project enhances regional cooperation by connecting with improvements being constructed by the City of Folsom. City of Folsom improvements include road widening south of the Project and connections to the Baldwin Reservoir trail.

III. CONCLUSION

The Board has carefully considered the evidence received in the environmental review planning process in arriving at its decision to approve the proposed Project. The Board has concluded that such a decision takes affirmative steps to implement a necessary transportation improvement serving the citizens of Placer County and the public at large. Furthermore, the Board has concluded that adoption of the Project is the most logical and most feasible method of assuring that the necessary transportation

improvements will be provided. The Board also concludes that implementation of the Project with mitigation will result in implementation of the goals and policies for the development of sufficient transportation facilities within the region.

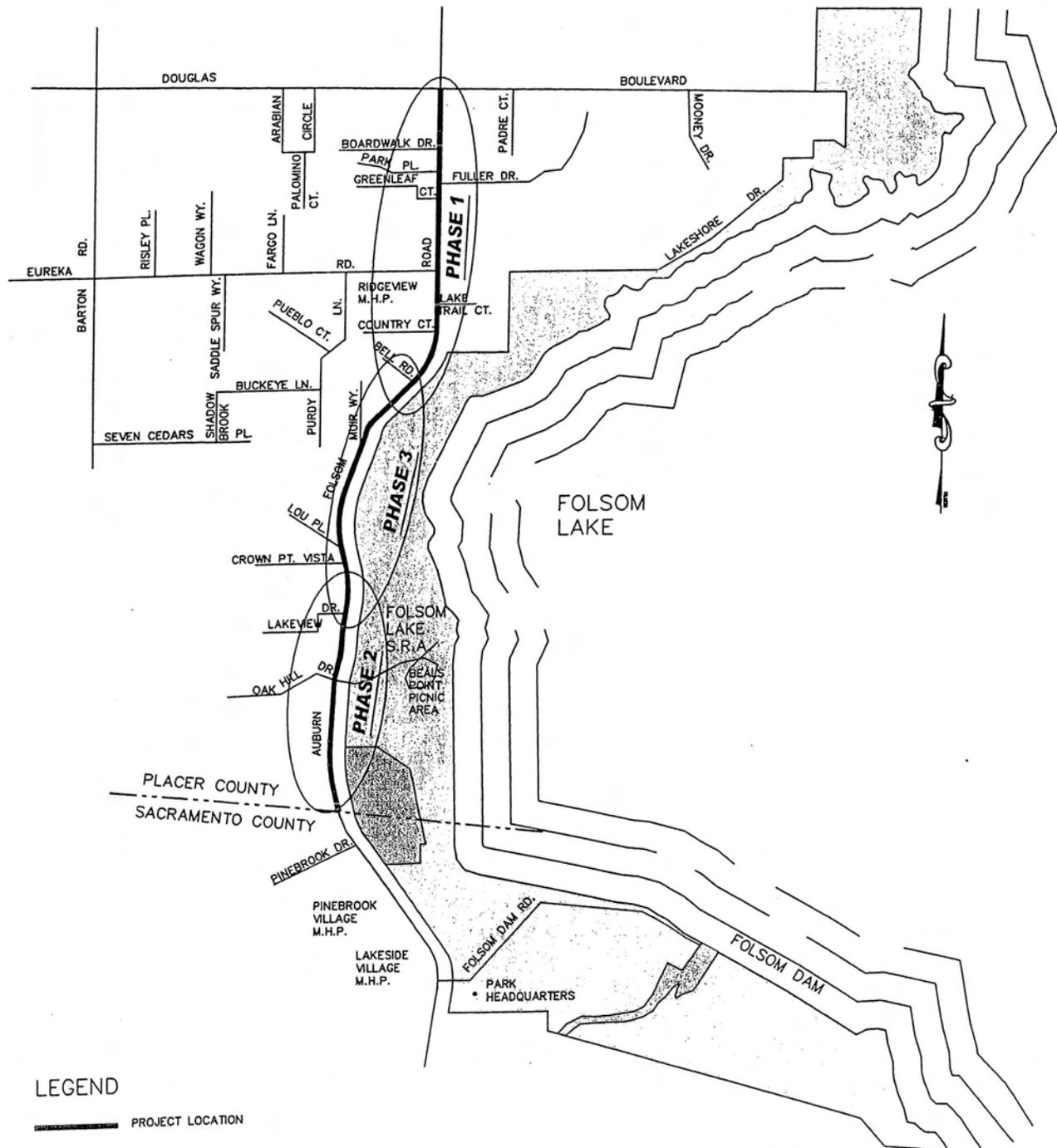
Having balanced the benefits of the Project against the Project's potential unavoidable adverse impacts, the Board hereby determines that the specific overriding transportation, economic, legal, social, technological, or other benefits of the Project outweigh the potential unavoidable adverse effects on the environment, and that the unavoidable adverse effects are therefore acceptable, based on the overriding considerations set forth herein, which are sufficient to outweigh the Project's unavoidable adverse effects.

The Board further finds that:

1. The Final EIR has been completed in compliance with CEQA.
2. The Final EIR was presented to the Board and the Board reviewed and considered the information contained in the Final EIR and any comments received during the public review period prior to approving the Project.
3. The Final EIR reflects the County's independent judgment and analysis.
4. On the basis of the whole record before it, including the initial study and any comments received, there is no substantial evidence that the proposed Project will have a significant effect on the environment, except for those significant and unavoidable impacts described herein for which the Board adopts the Statement of Overriding Considerations as also described herein.
5. The location and custodian of documents and other materials that constitute the record of proceedings upon which the decision to certify the Final EIR is based are as follows: Tim Hackworth, Director of Public Works, 11444 B Avenue, Auburn, CA 95603.
6. Based on the above and the entire record before it, the Board hereby certifies the Auburn Folsom Road Widening Project Environmental Assessment/Final Environmental Impact Report, SCH #2002042036.
7. The Placer County Department of Public Works is directed to file a Notice of Determination with the County Clerk and the State Clearing House within five (5) working days in accordance with Public Resources Code section 21152(a) and CEQA Guidelines section 15094.

Finally, the Board has determined that any remaining effects on the environmental attributable to the Project that are found to be unavoidable in the preceding Findings of Fact are acceptable due to the overriding concerns set forth in this Statement of Overriding Considerations. The Board has concluded that with all environmental, social and economic trade-offs, the Project, with adopted mitigation and including the Recommended Alignment and phasing as described herein, should be approved.

Attachment 1
Project Location Map



Attachment 2
Project Description

The Auburn Folsom Road Widening Project is located on Auburn Folsom Road from the Placer/Sacramento County line to Douglas Boulevard. The project has been divided into three phases: Phase 1 (south of Douglas Blvd. to approximately 1500' south of Eureka Road), Phase 2 (County Line to approximately 1500' north of Oak Hill Drive) and Phase 3 (1500' south of Eureka Road to 1500' north of Oak Hill Drive). Phase 1 is broken into two sub-phases Phase 1A (Traffic Signal at Fuller Drive) and Phase 1B (Douglas Blvd. to south of Eureka Road). See Attachment 1 for a Project Location Map.

The staff recommendation is to move forward on Phases 1A and 1B now. In addition, the rights of way for the full project will be acquired with this first phase work. Items of work described below that fall within Phases 2 & 3 will be undertaken at a future date as funding is available and subject to Board of Supervisors approval.

Staff's recommended project is a combination of alternatives studied in the Environmental Impact Report (EIR). The proposed alignment was selected as the preferred alternative due to its compliance with specific project goals, such as improvement of safety and design speed, while minimizing environmental and social impacts by selecting the best right of way and roadway profile combinations for specific portions of the project.

The proposed widening project incorporates improvements based on a 55 mph design speed, and includes widening Auburn Folsom Road to provide four 12-foot lanes (two in each direction) and 6-foot paved shoulders to accommodate Class II bike lanes on each side. A 14-foot painted and/or raised median will also be incorporated, with two sections (approximately 300 linear feet each) of raised landscaped medians at each end of the project. A granite monument with an inscription welcoming people to Granite Bay will be placed in the southerly landscaped median.

The proposed widening project will also incorporate a 4-foot wide multi-purpose trail adjacent to the paved shoulder on the west side from Eureka Road to Oak Hill Drive. From Oak Hill Drive south, a meandering multi-purpose trail will be maintained with some portions relocated to facilitate the proposed improvements. The meandering trail will cross the canal and connect to the Baldwin Reservoir trail using the existing box culvert, which is being extended by the City of Folsom.

Existing signalized intersections (Auburn Folsom Road/Eureka Road and Auburn Folsom Road/Oak Hill Drive) will be modified, and a new signal will be installed at the intersection of Auburn Folsom Road and Fuller Drive. The Fuller Drive signal is proposed to be constructed during the spring of 2005 (Phase 1A), with the remaining widening between Douglas Blvd. and 1500' south of Eureka Road (Phase 1B) being constructed during summer of 2006. We are proposing to construct Phase 1A prior to Phase 1B in an effort to improve access to Fuller Drive.

June 22, 2004
Auburn Folsom Road Widening Project
BOS Memo Supplement – Project Description
Attachment 2

A concrete block wall will be installed for continuity on the west side of the project from Oak Hill Drive south to connect to the City of Folsom's wall (Phase 2). Retaining walls may be placed on the east side of Auburn Folsom Road along the curve just north of Lou Place and on the west side north of Lou Place to reduce right of way requirements (Phase 3). Additional retaining walls may be installed in other locations in order to reduce impacts on environmentally sensitive areas, and/or right of way issues.

Access to streets and driveways will be accommodated either through two way left turn lanes, left turn pockets, or u-turn capabilities located in close proximity. Right-of-way acquisition from private property has been minimized; a majority of the right-of-way acquisition will be from the Bureau of Reclamation/State Parks. In an effort to limit right-of-way acquisition and reduce the amount of earthwork, a section of the project near Lou Place will utilize a split-profile design. Similarly, near Eureka Road, lane widths and the median width have been reduced to minimize impacts. The project will be revegetated in accordance with the requirements specified in the Environmental Impact Report. All environmental impacts will be mitigated for as specified in the Environmental Impact Report.

Construction is planned to begin during spring of 2005 for Phase 1A and summer of 2006 for Phase 1B. Construction of Phases 2 & 3 shall depend upon the availability of funding. Future revisions to key project components in Phase 1 may require costly redesign and may delay the start of construction.

Attachment 4
Project Environmental Impact Summary

The EIR for the project provides a complete description of project impacts and mitigations. The following is a summary of impacts grouped by Level of Significance. The impact number corresponds to the impacts identified in the Draft Environmental Impact Report.

SIGNIFICANT UNAVOIDABLE IMPACTS

Visual Resources / Aesthetics

- 7.4 Degradation of Visual Quality Resulting From Tree Removal. The full project roadway widening is anticipated to require the removal of 346 trees. As mitigation for the tree removal, the County will be required to replace an equal amount of tree trunk diameter for all trees removed. A minimum of 50% must be replanted on site and up to 50% may be in the form of contribution to the Placer County Tree Preservation Fund. The County will also be responsible to revegetate and restore all disturbed areas to minimize the visual quality impacts. Although the project will implement these mitigation measures, the tree loss remains a significant unavoidable visual and aesthetic impact to the area.

SIGNIFICANT IMPACTS OR POTENTIAL SIGNIFICANT IMPACTS MITIGATED TO LESS THAN SIGNIFICANT LEVELS

Traffic

- 3.1 Temporary Disruption of Traffic Conditions During Construction
3.2-3.3 Increased Roadway Capacity and Increased Traffic Volumes compared to “No-Project”
3.3 Potential Inconsistency with Equestrian System Policies
3.5 Potential Inconsistency with Pedestrian and Bicycle Policies

Air Quality

- 4.1 Temporary Increase in ROG, NOx, and PM 10, Emissions During Construction

Hydrology and Water Quality

- 5.1 Temporary Degradation of Surface Water Quality During Construction
5.2 Changes in Soil Absorption Rates, Drainage Patterns and the Rate & Amount of Runoff.
5.3 Post-construction Degradation of Surface Water Quality

Noise

- 6.1 Exposure of Noise-Sensitive Land Uses to Construction Noise
6.2 Exposure of Residences and Campgrounds to Air Blasts and Vibration from Blasting
6.3 Exposure of Noise-Sensitive Land Uses to Increased Traffic Noise Levels

Attachment 3
Project Issues Table

ISSUE NO.	ISSUE	STAFF RECOMMENDATION	MAC RECOMMENDATION	COMMENTS
1	Easterly Alignment	Widening to the east within the existing ROW, where feasible, in order to minimize impacts to existing homes as much as possible. Class 2 bikelines will be included in the 6-foot paved shoulders on both sides, the entire length of the project.	Widening to the east, within existing ROW, wherever technically feasible & without impacts to wetlands, to minimize impacts to existing homes.	The alignment has been revised in an effort to minimize impacts to residents on both the east and west sides of the project.
2	Bike Lanes	4-foot wide multi-use trail on the west side of Auburn Folsom Road, adjacent to the paved shoulder, not meandering, not separated.	4-foot Class 2 bike lanes on both sides for the entire length. Meandering trail on the west side of the project from County line to Eureka Road, separated from the roadway (where technically feasible), 4-foot width (greater where topography will allow).	6-foot paved shoulders are appropriate for anticipated traffic conditions.
3	Multi-Use Trail			Truck traffic issues should be evaluated as a separate independent issue, if the Board so desires.
4	Truck Traffic	No truck restrictions. 300 feet of drought tolerant landscaped medians at each end of the project (Phases 1 & 2). A granite monument with an inscription welcoming people to Granite Bay will be placed in the southerly landscaped median (Phase 2).	Through truck traffic not permitted.	
5	Landscaped Medians	The proposed project will include 14-foot painted and/or raised medians through out the project. Berms and soundwalls are not required as environmental mitigations, and are not recommended.	Landscaped Medians from the County line to Oak Hill Drive and from Eureka Road to Fuller Drive.	The proposed project would not prohibit the installation of additional landscaped medians, as a future separate project.
6	Medians, Walls, Berms	Undergrounding of utilities is not economically feasible as part of this project.	Specific design and landscape plans for medians, walls, and berms be submitted to the MAC for review prior to approval. County apply for FG&E Rule 20 funds for undergrounding for the entire length.	Architectural facade treatments for retaining and concrete block walls will be submitted for MAC review and comment.
7	Undergrounding	Retaining walls may be placed near Lou Place and to reduce right-of-way (Phase 3). Additional retaining walls may be installed in other locations in order to reduce potential impacts on environmentally sensitive areas, and/or right of way issues. The rural character will be preserved to the maximum extent practicable.	Gravity walls (boulders, similar to Hazel Avenue). Roadway must maintain & preserve the rural character of the existing road.	Undergrounding with Rule 20 funds may be a possible future project.
8	Retaining Walls	A concrete block wall is proposed on the west side from Oak Hill Drive south to the City of Folsom's wall for continuity purposes (Phase 2).	"Soundwalls" shall be limited to the west side from Oak Hill Drive south, shall be constructed & landscaped to qualities similar to that required of developers.	Various types of walls will be considered. Architectural facade treatments for retaining walls will be submitted for MAC review and comment.
9	Rural Character	A revegetation plan is included in the base project. The design speed is proposed at 55 mph. The posted speed limit will be determined by the BOS as separate issue.	Wetland & tree loss mitigation within Granite Bay.	Soundwalls are not required as environmental mitigations. The Concrete Block Wall being proposed for continuity purposes will extend the wall being constructed as part of the City of Folsom's Project. Architectural facade treatments for the concrete block wall will be submitted for MAC review and comment.
10	Concrete Walls		Design speed & speed limit should be 45 mph for safety (ingress/egress) of Auburn Folsom Road residents.	Wetland and tree losses will be mitigated for in accordance with the approved environmental documentation.
11	Wetland & Tree Loss Mitigation	Future phases and improvements may be considered as separate projects at a later date, upon funding availability and community desire.	Implementation plan for all amenities that cannot be included as part of the base project. Plan shall be included as part of a project approved by the BOS. Amenities shall be identified & prioritized, in concert with the MAC. Plan shall include a timeline for completion of each feature and will establish a proposed funding method.	
12	Design Speed & Speed Limit	Impacts identified by the EIR will be mitigated in compliance with the EIR. In order to mitigate for noise, open-grade asphalt is proposed. In addition, the proposed alignment moves the road further away from many residences.	All impacts identified by the EIR as significantly adverse impacts shall be addressed as part of the base project, or if deferred, definitely prioritized within a time certain.	See Attachment 4 and EIR.
13	Future Implementation Plan		The County shall develop a plan to provide assistance to owners of impacted parcels in the form of soundwalls.	
14	Environmental Impacts			
15	Impacted Property Owners			

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Visual Resources / Aesthetics

7.3 Degradation of Views and Increase in Glare

Biological Resources

- 8.1 Potential Disturbances of Loss of Waters to the United States (Including Wetlands)
- 8.2 Potential Loss or Disturbance of Valley Foothill Riparian Forest
- 8.3 Loss or Disturbance of Blue Oak-Digger Pine Woodland and Native Trees
- 8.4 Potential Mortality of Valley Elderberry Longhorn Beetles or Disturbance of Habitat
- 8.5 Potential Mortality of Northwestern Pond Turtles
- 8.6 Potential Disturbance of Nesting Loggerhead Shrike, Oak Titmouse, White-Tailed Kite, and Non-Special-Status Nesting Migratory Birds and Raptors
- 8.7 Potential Disturbance of Nesting Cliff and Barn Swallows

Earth Resources

- 9.1 Potential Construction-Related Soil Erosion and Sedimentation

Cultural Resources

- 10.1 Potential Damage to Previously Unidentified buried Archaeological Resources
- 10.2 Potential Damage to Previously Unidentified Human Remains

Attachment 5

This supplement explores several aspects of the financing of the Auburn Folsom Road Project including Traffic Fee Revenue, Federal Financing, Regional Traffic Fees (SPRTA) and loans from other fee districts.

The current balance of Traffic Fees available for the project in the Granite Bay District is about \$6 million. The seven-year annual average revenue is \$834,000 however calendar year 2003 was \$580,000. At the time that construction starts on phase 1B (spring of 2006) it is estimated that there will be \$7.2 million available for the project based upon an assumption of \$600,000 in annual revenue to the fee district. The County is exploring alternate funding sources to supplement the local Traffic Fee program.

Federal funds

Federal funds are being pursued as a part of the Boards Legislative Package. The Auburn Folsom Road project has interactions with Federal property at Folsom Lake State Park and circulation routes around the dam. The Folsom Dam Bridge Project may result in funding opportunities for the project. We are actively working on this source of revenue. It should be noted that further environmental review may be necessary depending on the type of federal funds received. We are requesting \$5 million.

Regional Traffic Fee

The second source of revenue is being explored through a regional traffic fee. There is a Joint Powers Authority made up of the jurisdictions of Roseville, Rocklin, Lincoln and Placer County, which was formed to address funding issues for regional transportation projects. This is called South Placer Regional Transportation Authority (SPRTA). A fee program is currently in place for 5 projects. A study was conducted to explore how the Auburn Folsom Road project might be added to the existing program. Traffic modeling was used to estimate the amount of traffic that will use the road in the future from these jurisdictions. The results showed that 27% of the growth in trips are associated with the Granite Bay area and 63% from the other member jurisdictions.

Based upon these results we met with our partner jurisdictions to explore their willingness to support adding the Auburn Folsom Road project to the SPRTA fee program. The Cities of Roseville and Lincoln were willing to explore adding new projects only in the context of a comprehensive review of the Regional Fee program. The SPRTA Board took action on May 26, 2004 to direct staff to begin work on a comprehensive Review and Update of the Fee Program. Included in the review will be revised costs for current projects, updated modeling, revised land use and new projects.

Loans

An option available to the Board is to fund the project with a loan from other Traffic Fee Districts. This has been done successfully with the Bell Road Project. In that case a formal agreement was approved by the Board setting out the specifics of how the loan was to be made and paid back. The lending district would receive interest payments equivalent to what would have been earned so there is no loss. Lending districts would be selected so as to not delay project delivery.

Auburn Folsom Road
June 22, BOS
Memo supplement
Financing
Attachment 5

In the case of the Bell Road project, the Board authorized \$3.55 million in loans from 5 lending districts. Currently the balance of the loaned amount stands at \$2 million. The project accounting is not complete as there is an outstanding unresolved construction claim by Teichert.

In the case of the Auburn Folsom Road project, it is expected that if the full project were undertaken, construction would be completed in the fall of 2007. Based upon a cash flow projection, at the end of construction a loan of about \$8 million would be needed.

The repayment of a loan for the Granite Bay District depends on the rate of development as well as the total land development potential. The update of the Granite Bay Community Plan included an analysis of how many new dwelling units can be constructed until build out of the plan. We have estimated the revenue based upon build out of the land use and raising the fee to reflect increased project costs. The estimated future revenue coming into the Granite Bay District of the fee program is estimated to be \$10.5 million.

The analysis above raises the issue of using all the future traffic fee revenues for one project. There are other transportation improvements that are needed in the future in the Granite Bay area. These include intersection widening along Douglas Blvd., improvements to Barton Road, traffic signals and shoulder improvements. It is staff's opinion that the Auburn Folsom Road Project is the highest priority project in the Granite Bay area.

Recommendation

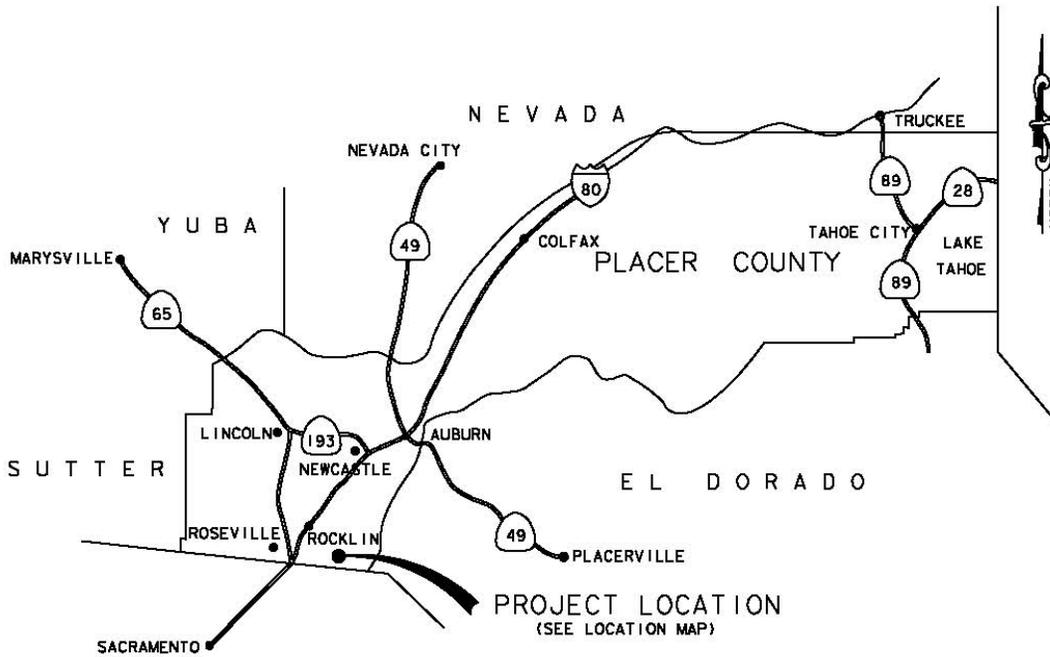
The staff recommendation is to fund the project with Granite Bay Traffic Fee revenue on a pay as you go basis. The proposal to construct Phase 1 plus full project right of way matches the available funds plus two years of revenue. The uncertainty of the Federal funds and regional fees makes it difficult to rely on these funding sources. If the other sources of revenue were to be acquired for the project then the Board could decide how these funds would be allocated. They could be used to supplant traffic fee revenue thus freeing funds for other transportation purposes in the Granite Bay area. On the other hand, the funds could be used to supplement the project by adding enhancements. The Granite Bay traffic fee should be updated as soon as possible to reflect current project costs.

Traffic Mitigation Fees Summary

Granite Bay District available	\$5.94 million
Annual revenue 7 yr. Average	\$834,000
2001	\$1.1 million
2002	\$1.43 million
2003	\$580,000
2004 annualized	\$600,000
Interest earned (and borrowed)	1.84%
Estimated revenue to buildout	\$10.5 million
Request for Federal Funds	\$5 million
SPRTA request from cities	\$7.8 million

AUBURN FOLSOM ROAD WIDENING, NORTH PHASE

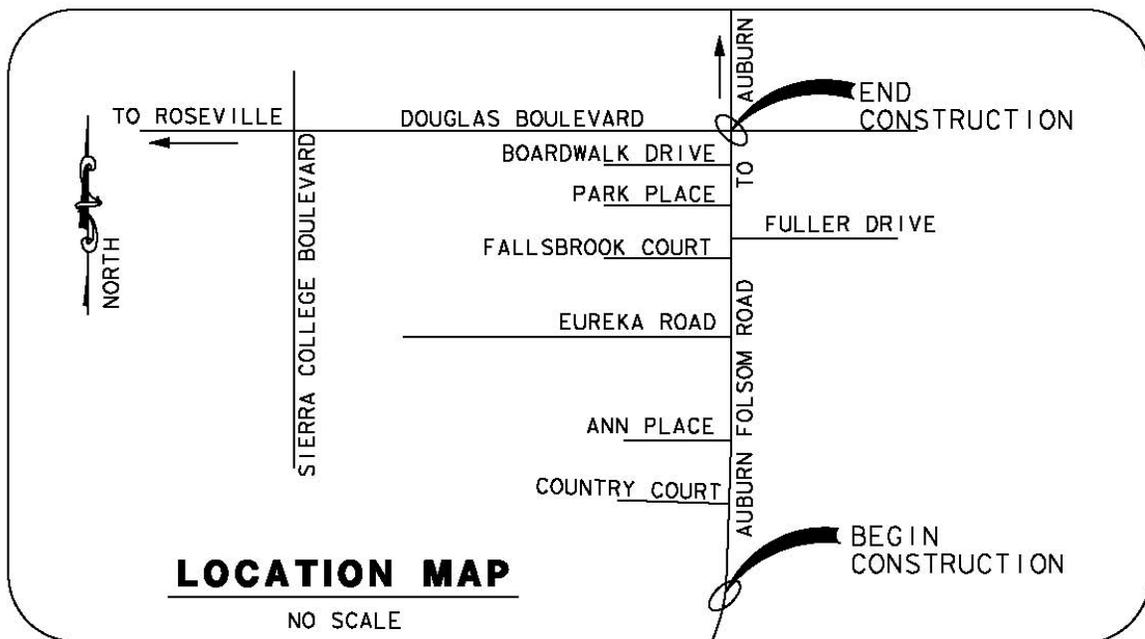
PROJECT LOCATION MAP



SACRAMENTO

VICINITY MAP

NO SCALE



LOCATION MAP

NO SCALE