

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Certify the Final Environmental Impact Report and Approve the 2010 Shasta County Regional Transportation Plan	7/27/10	6

RECOMMENDATION

It is recommended that the Board:

1. Open the meeting for public comments;
2. Adopt the attached resolution to certify the final environmental impact report (EIR), make findings regarding significant environmental effects, adopt statements of overriding considerations, and approve the 2010 Shasta County Regional Transportation Plan (RTP).

SUMMARY

The RTP is a twenty-year plan that identifies regional transportation issues, needs, and funding levels. The EIR analyzes the potential environmental impacts of implementing the RTP. The 45-day review and comment period for the Draft 2010 RTP and accompanying EIR ended on June 23, 2010. Staff has reviewed comments received and minor changes have been made to the RTP and EIR.

DISCUSSION

The RTP must be updated every five years. The 2010 RTP was prepared in consultation with local agencies. It includes a twenty-year list of projected transportation needs compared to anticipated revenues. The RTP identifies approximately \$1.3 billion in capacity increasing project needs through 2030. Approximately \$340 million is projected to be available, resulting in an unfunded need of about \$1 billion. Other transportation needs, such as operational, safety, and non-motorized are also documented. The table below shows where the project lists for each agency can be found in the RTP.

LOCATION OF PROJECT LISTS IN THE RTP	PAGE
Interchange Needs	5-22
Caltrans High Priority Program and Capacity Projects	5-28 & 5-46
Caltrans Transportation Enhancement Projects	5-30
Pit River Tribe Projects	5-31
Caltrans Short-Range SHOPP Projects Programmed	5-35
Caltrans SHOPP Projects Not Programmed	5-37 & 5-45
Shasta County Bridge Replacement	5-39
Redding Bridge Replacement	5-43
Local Agencies Capacity Increasing and Safety Projects	5-47 to 5-57
Redding Trails	9-4
Local Agencies Bikeways	9-7 to 9-13

The EIR identifies several potentially significant effects on the environment, and identifies mitigation measures to avoid or reduce those effects. The following impacts are determined to be significant and unavoidable: (1) growth inducement, (2) construction noise, and (3) cumulative impacts involving

degradation of existing visual character (aesthetics), agricultural land and uses, loss of biological resources, increased vehicle greenhouse gas emissions, hazardous materials, and exposure of noise-sensitive land uses to noise. The EIR also identifies beneficial impacts involving transportation and circulation, and hazards and human health. Copies of the draft EIR were distributed to the Board on May 11.

The required 45-day review and comment period for the Draft RTP and EIR ended on June 23, 2010. The RTP and EIR were available for review at public libraries, the RTPA office, and on the RTPA website. Two letters were received commenting on the RTP, and five letters were received on the draft EIR. The comments received and the responses to comments are included in each document. Minor revisions have been incorporated into the RTP and EIR in response to the comments received.

The EIR is a Master EIR (MEIR). The MEIR will allow local agencies to streamline environmental review for future projects. If a local agency determines that a future project is within the scope of the Master EIR, it will be subject to only limited environmental review. This will be particularly useful for addressing cumulative impacts, growth inducing impacts, and irreversible significant effects of subsequent projects. If a future project has a potentially significant effect that is adequately discussed in the MEIR, then no new document and no findings for those significant effects are required. If the project could result in new potentially significant effects not addressed in the MEIR, a negative declaration could still be prepared if mitigation measures are adopted. Local agencies have the option to use the analysis in the EIR or provide their own for subsequent projects.

Prior to approving the RTP, the Board must certify:

1. The Final EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
2. The Final EIR was presented to the Board, and that the Board reviewed and considered the information in the EIR prior to approving the RTP; and
3. The Final EIR reflects the Board's independent analysis and judgment.

In addition, findings must be made for all significant environmental effects identified in the EIR. Because the EIR identifies unavoidable significant effects, the Board must determine that the unavoidable significant effects are acceptable based on statements of overriding considerations.

The attached draft resolution will certify the Final EIR, make findings regarding significant environmental effects, make a statement of overriding considerations, and approve the 2010 RTP.

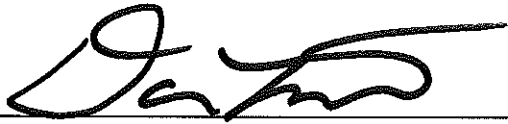
Staff recommends that the Board accept public comments before adopting the attached resolution.

OTHER AGENCY INVOLVEMENT

The primary agencies involved with preparation of the 2010 RTP are the cities of Anderson, Redding, and Shasta Lake, Shasta County, and Caltrans. Other agencies consulted include, but are not limited to, the Redding Area Bus Authority, Lassen Volcanic National Park, Whiskeytown National Recreation Area, California Department of Parks and Recreation, the Pit River Tribe, and the Redding Rancheria. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING

Funding for preparation of the updated RTP and EIR is included in the 2009/10 Overall Work Program budget.

A handwritten signature in black ink, appearing to read 'Daniel S. Little', written over a horizontal line.

Daniel S. Little, AICP, Executive Director

DSL/JDS/jac

Attachment: Resolution 10-14
Proposed Final EIR
Proposed Final RTP

Note: The proposed Final EIR and RTP are available on the RTPA website at
www.scrtpa.org/RTlocalplanning.html

RESOLUTION NO. 10-14

A RESOLUTION OF THE SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2010 REGIONAL TRANSPORTATION PLAN, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, AND APPROVING THE 2010 REGIONAL TRANSPORTATION PLAN

WHEREAS, the Shasta County Regional Transportation Agency (SCRTPA) is the designated Metropolitan Planning Organization (MPO) comprised of five member agencies: Shasta County, the cities of Anderson, Redding, and Shasta Lake, and the Redding Area Bus Authority; and

WHEREAS, SCRTPA is the agency responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result in a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

WHEREAS, SCRTPA is the Lead Agency in preparing the Regional Transportation Plan and is required to comply with the California Environmental Quality Act (CEQA) [Cal. Pub. Res. Code § 21000 et seq.]; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(f), an Environmental Impact Report (EIR) is the public document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the potential environmental damage; and

WHEREAS, CEQA Guidelines Section 15175(a) specifies that a Master EIR (MEIR) is an alternative for certain projects which will form the basis for later decision making and it is intended to streamline the later environmental review of projects or approvals included within the plan that is analyzed in the MEIR; and

WHEREAS, CEQA Guidelines Section 15175 (b) (8) states that an MEIR may be prepared for a Regional Transportation Plan; and

WHEREAS, SCRTPA has determined that a MEIR is appropriate to assess the environmental impact of the 2010 Regional Transportation Plan (RTP); and

WHEREAS, the EIR is a regional planning level analysis which analyzes environmental impacts of the 2010 RTP on a broad planning level, while presenting as much detailed information about the individual RTP projects that is available at this time; and

WHEREAS, project-specific impacts of the individual RTP project should be analyzed in detail by the implementing agencies as the individual projects are designed, engineered, and considered for approval at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, SCRTPA consulted with and requested comments on the Draft EIR from responsible agencies, trustee agencies with resources affected

by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, SCRTPA circulated a Notice of Preparation (NOP) of an EIR for the proposed project and an Initial Study on September 23, 2008, to trustee and responsible agencies, the State Clearinghouse, and the public; and

WHEREAS, a scoping meeting was held on November 20, 2008, at 3:30 PM in the City of Redding to solicit concerns and issues relative to the RTP; and

WHEREAS, concerns raised in response to the NOP were considered during preparation of the Draft EIR; and

WHEREAS, SCRTPA published a public notice of availability (NOA) for the Draft EIR on May 9, 2010, inviting comments from the general public, agencies, organizations, and other interested parties; and

WHEREAS, the Draft EIR was available for public review from May 9 through June 23, 2010; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), SCRTPA, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the Draft EIR and must prepare a written response thereto; and

WHEREAS, SCRTPA received five comment letters, all from public agencies, regarding the Draft EIR; and

WHEREAS, in accordance with CEQA Guidelines Section 15088, the Final EIR responds to the written comments received, and

WHEREAS, the Final EIR document and the Draft EIR, as amended by the Final EIR, constitute the Final EIR; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, consistent with the requirements of the CEQA Guidelines, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to outline the procedures for implementing all mitigation measures identified in the EIR; and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the Final EIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Shasta County Regional Transportation Agency finds as follows:

(a) The Final Environmental Impact Report (EIR) prepared for the 2010 Regional Transportation Plan (RTP) was completed in compliance with the California Environmental Quality Act; and

(b) The Final EIR was presented to SCRTPA's decision making body, the SCRTPA Board; and

(c) The SCRTPA Board has reviewed and considered information contained in the Final EIR; and

(d) The Final EIR reflects SCRTPA's independent judgment and analysis; and

(e) The Final EIR consists of the Draft EIR and the Final EIR, which includes a Mitigation Monitoring and Reporting Program; and

2. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence in the record and set forth in the "Findings and Statement of Overriding Considerations," attached hereto and incorporated by reference, SCRTPA hereby certifies the Final EIR for the 2010 RTP and adopts the Mitigation Monitoring and Reporting Program; and

3. The SCRTPA hereby approves the Shasta County 2010 Regional Transportation Plan.

PASSED AND ADOPTED this 27th day of July, 2010, by the Shasta County Regional Transportation Planning Agency.

Dick Dickerson, Chairman
Shasta County Regional
Transportation Planning Agency

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE SHASTA COUNTY 2010 REGIONAL TRANSPORTATION PLAN
REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(Public Resources Code, Section 21000 et seq)

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires the Shasta County Regional Transportation Agency (SCRTPA), as the CEQA lead agency, to: 1) make written findings when it approves a project for which an environmental impact report (EIR) was certified, and 2) identify overriding considerations for significant and unavoidable impacts identified in the EIR.

These findings explain how SCRTPA, as the lead agency, approached the significant and potentially significant impacts identified in the environmental impact report (EIR) prepared for the 2010 Shasta County RTP Update (hereinafter "2010 RTP" or "proposed project"). The statement of overriding considerations identifies economic, social, technical, and other benefits of the proposed project that override any significant environmental impacts that would result from the proposed project.

As required under CEQA, the Final EIR describes the proposed project, adverse environmental impacts of the proposed project, and mitigation measures and alternatives that would substantially reduce or avoid those impacts. The information and conclusions contained in the EIR reflect SCRTPA's independent judgment regarding the potential adverse environmental impacts of the proposed project.

The Final EIR (which includes the Draft EIR, comments, responses to comments, and revisions to the Draft EIR) for the proposed project examined several alternatives to the proposed project that were not chosen as part of the approved project (the No Project, Financially Unconstrained, and Transit Investment alternatives).

The Findings and Statement of Overriding Considerations set forth below (Findings) are presented for adoption by the SCRTPA Board, as SCRTPA's findings under CEQA (Public Resources Code, §21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., Title 14, § 15000 et seq.) relating to the proposed project. The Findings provide the written analysis and conclusions of the SCRTPA Board regarding the proposed project's environmental impacts, mitigation measures, alternatives, and the overriding considerations, which in the SCRTPA Board's view, justify approval of the proposed project, despite its environmental effects.

II. GENERAL FINDINGS AND OVERVIEW

PROJECT BACKGROUND

The SCRTPA is the agency with primary planning and programming responsibilities to secure transportation funding for the region's highways, transit, streets and roads, pedestrian, and other transportation system improvements throughout the region. This effort requires the SCRTPA to adopt and submit a Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and Caltrans every five years. The RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes including: highways, local

streets and roads, transit, bicycle, aviation, rail and goods movement. The purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that require federal approval.

The SCRTPA updated and adopted the current RTP on July 27th, 2004 and has prepared the 2010 Shasta County RTP Update to fulfill the state requirements. The SCRTPA is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project.

PROCEDURAL BACKGROUND

The SCRTPA circulated a Notice of Preparation (NOP) of an EIR for the proposed project and an Initial Study on September 23rd, 2008 to trustee and responsible agencies, the State Clearinghouse (SCH# 2008092090), and the public. A scoping meeting was held on November 20, 2008 at 3:30 PM in the City of Redding. Those present at the scoping meeting included representatives from the following: SCRTPA, Shasta County Planning Commission, California Department of Transportation, California Department of Fish and Game, Pit River Tribe, City of Anderson, City of Redding, De Novo Planning Group, and David Evans and Associates. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP, Initial Study, and Scoping Meeting Notes are presented in Appendix A of the Draft EIR.

The SCRTPA published a public Notice of Availability (NOA) for the Draft EIR on May 9, 2010, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2008092090) and the County Clerk, and was published in the Redding Record Searchlight pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review from May 9 through June 23, 2010. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

The SCRTPA received five (5) comment letters regarding the Draft EIR, all from public agencies. No additional oral or written comments were received. In accordance with CEQA Guidelines Section 15088, the Final EIR responds to the written comments received. The Final EIR also contains minor edits to the Draft EIR, which are included in Section 3.0, Errata. The Final EIR document and the Draft EIR constitute the Final EIR.

RECORD OF PROCEEDINGS AND CUSTODIAN OF RECORD

For purposes of CEQA and the findings set forth herein, the record of proceedings for SCRTPA's findings and determinations consists of the following documents and testimony, at a minimum:

- The NOP, comments received on the NOP, and all other public notices issued by the SCRTPA in relation to the Shasta County 2010 Regional Transportation Plan EIR (e.g., Notice of Availability).
- The Shasta County 2010 Regional Transportation Plan Draft EIR and Final EIR, including comment letters, and technical materials cited in the document.
- All non-draft and/or non-confidential reports and memoranda prepared by the SCRTPA and consultants in relation to the EIR.
- Minutes and transcripts of the discussions regarding the Project and/or Project components at public hearings held by SCRTPA.
- Staff reports associated with SCRTPA Board meetings on the Project.
- Those categories of materials identified in Public Resources Code Section 21167.6.

The Executive Director of the SCRTPA is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the office of the SCRTPA at 1855 Placer Street, Redding, CA 96001.

CONSIDERATION OF THE ENVIRONMENTAL IMPACT REPORT

In adopting these Findings, this SCRTPA Board finds that the Final EIR was presented to this Board, the decision-making body of the lead agency, which reviewed and considered the information in the Final EIR prior to approving the 2010 RTP Project. By these Findings, this SCRTPA Board ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Final EIR. The SCRTPA Board finds that the Final EIR was completed in compliance with the California Environmental Quality Act. The Final EIR represents the independent judgment of SCRTPA.

SEVERABILITY

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void, or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the 2010 RTP Project, shall continue in full force and effect unless amended or modified by SCRTPA.

III. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

A. AESTHETICS

1. CUMULATIVE DEGRADATION OF THE EXISTING VISUAL CHARACTER OF THE REGION (EIR IMPACT 4.1)

(a) Potential Impact. The potential for the Project to have a considerable contribution to the cumulative degradation to visual character is discussed at pages 4.0-4 and 4.0-5 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.1-1 and 3.1-2.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:

(1) Effects of Mitigation and Remaining Impacts. Implementation of mitigation measures 3.1-1 and 3.1-2 require individual projects to be designed to avoid or reduce removal of scenic features, obstruction of scenic views, and significant increases in nighttime lighting and glare. However, even with implementation of adopted policies and regulations and the mitigation measures proposed in the EIR, the proposed project has the potential to considerably contribute to permanent changes in visual character, such as obstruction of scenic views, conversion of existing visual character, and increased lighting. No feasible mitigation is available to fully reduce the cumulative effect on visual character, or to mitigate the proposed project's contribution to a less-than-considerable level. This would represent a significant and unavoidable impact of the Project.

(2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with cumulative impacts to aesthetics and visual character, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

B. AGRICULTURAL RESOURCES

1. CUMULATIVE IMPACT ON AGRICULTURAL LAND AND USES (EIR IMPACT 4.2)

(a) Potential Impact. The potential for the Project to result in the conversion of farmlands, including important farmlands, and land currently enrolled in Williamson Act contracts, to nonagricultural uses is discussed at pages 4.0-5 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.2-1.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:

- (1) Effects of Mitigation and Remaining Impacts. Implementation of mitigation measure 3.2-1 would require the implementing agency to assess the project area for presence of important farmlands, and if present, consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources, and compensate for unavoidable conversion impacts. While Mitigation Measure 3.2-1 would result in the protection of existing agricultural land and/or the creation of new agricultural conservation land, it is anticipated that the proposed project will result in a net reduction in agricultural land and have a considerable contribution to the cumulative reduction in agricultural lands. This would represent a significant and unavoidable impact of the Project.
- (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with cumulative impacts on agricultural land and uses, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

C. BIOLOGICAL RESOURCES

1. CUMULATIVE LOSS OF BIOLOGICAL RESOURCES INCLUDING HABITATS AND SPECIAL STATUS SPECIES (EIR IMPACT 4.4)

- (a) Potential Impact. The potential for the Project to contribute to the cumulative loss of biological resources is discussed at page 4.0-6 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:
 - (1) Effects of Mitigation and Remaining Impacts. While mitigation measures 3.4-1, 3.4-2, and 3.4-3 would reduce the project-level biological impacts associated with the 2010 RTP to a less than significant level as discussed in Chapter 3.4 of the Draft EIR and in Section IV of these Findings, the proposed project would contribute to a net reduction in habitat, and increased vehicle and human presence in the vicinity of special-status species and sensitive habitat. Therefore, the project would have a cumulatively considerable contribution to significant and unavoidable impacts to biological resources. This would represent a significant and unavoidable impact of the Project.
 - (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the

Project associated with impacts to biological resources, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

D. GREENHOUSE GASES AND CLIMATE CHANGE

1. CUMULATIVE EFFECTS ON CLIMATE CHANGE AND GLOBAL WARMING (EIR IMPACT 4.7)

(a) Potential Impact. The potential for the Project to impact climate change and greenhouse gas levels is discussed at page 4.0-7 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measures 3.7-1, 3.7-2, 3.7-3, 3.7-4, and 3.7-5.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:

(1) Effects of Mitigation and Remaining Impacts. Implementation of mitigation measures 3.7-1, 3.7-2, 3.7-3, 3.7-4, and 3.7-5 would assist in reducing the amount of vehicle miles travelled per capita and reduce energy usage throughout Shasta County. Mitigation measure 3.7-1 would assist in the development of climate action plans for jurisdictions in Shasta County. Mitigation measure 3.7-2 would create an Alternative Fuel Vehicle and Infrastructure policy. Mitigation measure 3.7-3 would require the development of a sustainable communities strategy. Mitigation measure 3.7-4 would require the implementing agencies to promote measures that are consistent with energy conservation within their projects. Mitigation Measure 3.7-5 would require implementing agency to incorporate project specific measures, such as energy and water conservation, smart land use and transportation design, and solid waste reduction, into each RTP project. While these mitigation measures would increase the use of energy conservation measures, increase access to alternative modes of transportation, provide resources to assist the public and agencies in reducing greenhouse gas emissions, and reduce vehicle miles travelled, the Project would result in an overall increase in greenhouse gas emissions. This would represent a significant and unavoidable impact of the Project.

(2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts to climate change and greenhouse gases, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

E. LAND USE AND POPULATION

1. INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA (EIR IMPACT 3.10-4)

- (a) Potential Impact. The potential for the Project to induce substantial population growth is discussed at pages 3.10-18 through 3.10-19 and 4.0-11 through 4.0-15 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measures 3.10-1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:
 - (1) Effects of Mitigation and Remaining Impacts. Implementation of mitigation measure 3.10.-1 would require the SCRTPA to coordinate planning efforts with local and regional agencies to ensure that transportation and land use plans complement each other. Additionally, the SCRTPA would be required to engage local and regional agencies, as well as the general public, in the development of a Sustainable Communities Strategy (SCS) in compliance with SB 375 and building off of the work completed during the ShastaFORWARD>> blueprint planning process. However, additional environmental effects associated with growth could occur as discussed in Chapter 4 of the Draft EIR. Projects that would contribute to these effects would be under the jurisdiction of Shasta County, and the incorporated cities, and projects approved by other agencies/special districts. SCRTPA would not make approvals associated with this growth and does not have the authority to require mitigation for these future projects that may occur. This would represent a significant and unavoidable impact of the Project.
 - (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with growth inducement, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

F. NOISE

1. GRADING AND CONSTRUCTION ACTIVITIES WOULD INTERMITTENTLY AND TEMPORARILY GENERATE NOISE LEVELS ABOVE AMBIENT BACKGROUND LEVELS (EIR IMPACT 3.11-1)

- (a) Potential Impact. The potential for the Project to result in significant construction and grading noise levels is discussed at pages 3.11-16 through 3.11-17 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.11-1.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:

(1) Effects of Mitigation and Remaining Impacts. Implementation of mitigation measure 3.11.-1 would require implementing agencies to implement noise and vibration reduction measures during construction. Such measures may include installing temporary barriers, locating stationary equipment away from noise receptors, using noise reduction devices/equipment, and limiting construction to the daytime hours. Although the policy and regulatory controls for noise related impacts are in place in the planning area and mitigation measure 3.11-1 would reduce the impacts associated with noise, the potential remains for excessive noise associated with construction activities. The nature of some roadway improvement projects (e.g., lane closures, detours, etc) benefit from nighttime construction activities to reduce potential safety hazards and traffic congestion. Also, some of the projects may be in the vicinity of sensitive receptors and may not be able to be designed to ensure that construction equipment does not adversely affect the sensitive receptors. This would represent a significant and unavoidable impact of the Project.

(2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with construction noise, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

2. EXPOSURE OF NOISE-SENSITIVE LAND USES TO NOISE IN EXCESS OF NORMALLY ACCEPTABLE NOISE LEVELS OR TO SUBSTANTIAL INCREASES IN NOISE (EIR IMPACT 3.11-2)

(a) Potential Impact. The potential for the Project to expose noise-sensitive land uses to excessive noise levels or substantial increases in noise is discussed at pages 3.11-19 and 3.11-20 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.11-1.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:

(1) Effects of Mitigation and Remaining Impacts. Implementation of mitigation measure 3.11.-1 would require implementing agencies to implement various noise reduction measures during construction. Although the policy and regulatory controls for noise related impacts are in place in the planning area and mitigation measure 3.11-1 would reduce the impacts associated with construction noise, the potential remains for excessive noise associated with operational activities. Some of the projects may be in the vicinity of sensitive receptors and may not be able to be designed to ensure that operational noise

levels do not adversely affect the sensitive receptors. This would represent a significant and unavoidable impact of the Project.

- (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with noise impacts to sensitive resources, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

3. GRADING AND CONSTRUCTION ACTIVITIES WOULD INTERMITTENTLY AND TEMPORARILY EXPOSE SENSITIVE RECEPTORS TO GROUND BORNE VIBRATION LEVELS. (EIR IMPACT 3.11-3)

- (a) Potential Impact. The potential for the Project to expose noise-sensitive land uses to excessive noise levels or substantial increases in noise is discussed at pages 3.11-23 and 3.11-24 of the Draft EIR.

- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.11-1.

- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:

- (1) Effects of Mitigation and Remaining Impacts. Implementation of mitigation measure 3.11.-1 would require implementing agencies to implement various noise reduction measures during construction. Adherence to noise policies and ordinances adopted by the county and incorporated communities would reduce noise impacts to sensitive receptors. Although the policy and regulatory controls for noise-related impacts are in place in the planning area, subsequent improvement projects would result in an increase in ambient noise levels. As many projects involve improvements to existing roadways, it may not be feasible to reroute roadways to avoid significant noise impacts to sensitive receptors. This would represent a significant and unavoidable impact of the Project.

- (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with noise impacts to sensitive resources, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

4. CUMULATIVE EXPOSURE OF EXISTING AND FUTURE NOISE-SENSITIVE LAND USES TO INCREASED TRAFFIC NOISE RESULTING FROM CUMULATIVE DEVELOPMENT (EIR IMPACT 4.11)

- (a) Potential Impact. The potential for the Project to expose noise-sensitive land uses to excessive noise levels or substantial increases in noise is discussed at pages 4.0-9 and 4.0-10 of the Draft EIR.

- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.11-1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that:
- (1) Mitigation. Implementation of mitigation measure 3.11.-1 would require implementing agencies to implement various noise reduction measures during construction. Adherence to noise policies and ordinances adopted by the county and incorporated communities would reduce noise impacts to sensitive receptors. Although the policy and regulatory controls for noise-related impacts are in place in the planning area, subsequent improvement projects would result in an increase in ambient noise levels. As many projects involve improvements to existing roadways, it may not be feasible to reroute roadways to avoid significant noise impacts to sensitive receptors. The specific location of improvements is not known at this time and subsequent improvement projects may result in an increase in ambient noise levels at specific project locations, which may subject surrounding land uses to cumulatively considerable increases in ambient noise levels. This increase in ambient noise levels is significant and unavoidable.
- (2) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with noise impacts to sensitive resources, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

IV. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT IMPACTS WHICH ARE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

A. AESTHETICS

1. SUBSTANTIAL ADVERSE EFFECTS ON SCENIC VISTAS AND RESOURCES OR SUBSTANTIAL DEGRADATION OF VISUAL CHARACTER (EIR IMPACT 3.1-1)

- (a) Potential Impact. The potential for the Project to modify scenic viewsheds, affect scenic vistas and resources, and degrade the visual character of the area is discussed at pages 3.1-9 and 3.1-10 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.1.1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to scenic vistas, resources, and the visual character will be mitigated to a less than significant level as mitigation measure 3.1.1 would require the implementing agency to assess visual resources and views design projects to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Any remaining impacts related to scenic vistas,

resources, and the visual character after implementation of mitigation measure 3.1.1 would not be significant.

2. LIGHT AND GLARE IMPACTS (EIR IMPACT 3.1-2)

(a) Potential Impact. The potential for the Project to create new sources of light and glare near sensitive receptors is discussed at pages 3.1-10 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.1.2.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to light and glare will be mitigated to a less than significant level as mitigation measure 3.1.2 would require the RTP projects to be designed to avoid spillover lighting to sensitive uses and to avoid sources of glare. Any remaining impacts related to light and glare after implementation of mitigation measure 3.1-2 would not be significant.

B. AGRICULTURAL RESOURCES

1. CONVERSION OF FARMLANDS, INCLUDING PRIME FARMLAND, UNIQUE FARMLAND, AND FARMLAND OF STATEWIDE IMPORTANCE, TO NON-AGRICULTURAL USES (EIR IMPACT 3.2-1)

(a) Potential Impact. The potential for the Project to result in the conversion of farmlands, including important farmlands, and land currently enrolled in Williamson Act contracts, to nonagricultural uses is discussed at pages 3.2-9 and 3.2-10 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.2.1.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to farmland conversion will be mitigated to a less than significant level as mitigation measure 3.1.2 would require the implementing agency to assess the project area for presence of important farmlands, and if present, consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources, and compensate for unavoidable conversion impacts. Any remaining impacts related to farmland conversion after implementation of mitigation measure 3.1.2 would not be significant.

C. AIR QUALITY

1. POTENTIAL TO RELEASE NATURALLY OCCURRING ASBESTOS FROM EARTH MOVEMENT OR STRUCTURAL ASBESTOS FROM DEMOLITION/ RENOVATION OF EXISTING STRUCTURES (EIR IMPACT 3.3-5)

- (a) Potential Impact. The potential for the Project to release naturally occurring asbestos from earth movement or structural asbestos from demolition/ renovation of existing structures is discussed at pages 3.3-21 and 3.3-22 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation Measure 3.3.1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to air quality will be mitigated to a less than significant level as mitigation measure 3.3.1 would require the implementing agency to assess a project for the presence of asbestos, and if determined present, implement ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), to ensure that exposure to construction workers and the public is reduced to an acceptable level. Any remaining impacts related to air quality after implementation of mitigation measure 3.3.1 would not be significant.

D. BIOLOGICAL RESOURCES

1. DIRECT OR INDIRECT EFFECTS ON SPECIES, IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES INCLUDING THEIR HABITAT, OR MOVEMENT CORRIDORS (EIR IMPACT 3.4-1)

- (a) Potential Impact. The potential for the Project to have a direct or indirect impact on special-status, candidate, or sensitive species is discussed at pages 3.4-24 through 3.4-27 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.4-1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to special-status, candidate, and sensitive species and their habitat will be mitigated to a less than significant level as mitigation measure 3.4-1 would first require projects to be designed to avoid impacts to special-status, candidate, and sensitive species, and if avoidance through design is not feasible, to require implementation of project-specific measures to reduce impacts to a less than significant level. Any remaining impacts related to special-status, candidate, and sensitive species after implementation of mitigation measure 3.4-1 would not be significant.

2. ADVERSE EFFECTS ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE, OR ON FEDERALLY PROTECTED WETLANDS AS

DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS (EIR IMPACT 3.4-2)

- (a) Potential Impact. The potential for the Project to have a direct or indirect on riparian habitat and sensitive natural communities is discussed at pages 3.4-27 through 3.4-28 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.4-1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to riparian habitat and sensitive natural communities will be mitigated to a less than significant level as mitigation measure 3.4-1 would first require projects to be designed to avoid impacts to riparian habitat and sensitive natural communities, and if avoidance through design is not feasible, to require implementation of project-specific measures to reduce impacts to a less than significant level. Any remaining impacts related to riparian habitat and other sensitive natural communities after implementation of mitigation measure 3.4-1 would not be significant.

3. INTERFERENCE WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES (EIR IMPACT 3.4-3)

- (a) Potential Impact. The potential for the Project to interfere with the movement of fish or wildlife species, interfere with established wildlife corridors, or impede the use of native wildlife nursery sites is discussed at pages 3.4-28 through 3.4-29 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.4-2.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to movement of fish or wildlife species, established wildlife corridors, and native wildlife nursery sites will be mitigated to a less than significant level as mitigation measure 3.4-2 would first require projects to be designed to provide design measures to allow wildlife to move through the transportation corridor and project site. If it is not feasible to avoid the impact through design measures, individual projects will be required to implement alternative project-specific mitigation prior to construction. Any remaining impacts related to movement of fish or wildlife species, established wildlife corridors, and native wildlife nursery sites after implementation of mitigation measure 3.4-2 would not be significant.

4. CONFLICTS WITH AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, RECOVERY PLAN, OR LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES (EIR IMPACT 3.4-4)

- (a) Potential Impact. The potential for the Project to conflict with an adopted plan, policies, or ordinances protecting biological resources is discussed at pages 3.4-30 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.4-3.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to an adopted plan, policies, or ordinances protecting biological resources will be mitigated to a less than significant level as mitigation measure 3.4-3 would enhance efforts to protect sensitive biological resources, absent an approved HCP/NCCP, by taking an ecosystem approach to regional transportation planning. Any remaining impacts related to an adopted plan, policies, or ordinances protecting biological resources after implementation of mitigation measure 3.4-3 would not be significant.

E. CULTURAL RESOURCES

1. CAUSE A SUBSTANTIAL ADVERSE CHANGE TO A SIGNIFICANT HISTORICAL OR ARCHAEOLOGICAL RESOURCE, OR DIRECTLY OR INDIRECTLY DESTROY OR DISTURB A UNIQUE PALEONTOLOGICAL RESOURCE OR HUMAN REMAINS (EIR IMPACT 3.5-1)

- (a) Potential Impact. The potential for the Project to have an impact on a significant historical, archaeological, or paleontological resource or human remains is discussed at page 3.5-18 through 3.5-20 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.5-1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts to significant historical, archaeological, or paleontological resources or human remains will be mitigated to a less than significant level as mitigation measure 3.5-1 would first require projects to perform a site-specific study to identify the potential for significant historical, archaeological, or paleontological resources or human remains to be present, and, if present, to avoid, preserve, or otherwise mitigate potentially significant impacts to the resources. Any remaining impacts related to significant historical, archaeological, or paleontological resources or human remains after implementation of mitigation measure 3.5-1 would not be significant.

F. GEOLOGY AND SOILS

1. THE PROPOSED PROJECT MAY EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING STRONG SEISMIC GROUND SHAKING OR SEISMIC RELATED GROUND FAILURE (EIR IMPACT 3.6-1)

- (a) Potential Impact. The potential for the Project to have an impact from strong seismic ground shaking or seismic related ground failure is discussed at page 3.6-11 through 3.6-12 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.6-1.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts from strong seismic ground shaking or seismic related ground failure will be mitigated to a less than significant level as mitigation measure 3.6-1 would require the implementation of Seismic Design Criteria in project designs to minimize the potential for fault rupture hazards on individual improvements. Any remaining impacts related to strong seismic ground shaking or seismic related ground failure after implementation of mitigation measure 3.6-1 would not be significant.

2. IMPLEMENTATION OF THE RTP MAY RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL (EIR IMPACT 3.6-2)

- (a) Potential Impact. The potential for the Project to have an impact from substantial soil erosion or the loss of topsoil is discussed at page 3.6-12 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.6-2 and 3.6-3.
- (c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts from substantial soil erosion or the loss of topsoil will be mitigated to a less than significant level as mitigation measure 3.6-2 and 3.6-3 would require implementing agencies to prepare SWPPPs, obtain the appropriate permits for the RWQCB, and maintain records of monitoring and SWPPP compliance. Any remaining impacts related to soil erosion or the loss of topsoil after implementation of mitigation measure 3.6-2 and 3.6-3 would not be significant.

3. INDIVIDUAL RTP PROJECTS MAY BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF PROJECT IMPLEMENTATION, AND POTENTIALLY RESULT IN LIQUEFACTION (EIR Impact 3.6-3)

- (a) Potential Impact. The potential for the Project to have an impact from being located on a geologic unit or soil that is unstable, or that would become unstable as a result

of project implementation, and potentially result in liquefaction is discussed at page 3.6-12 through 3.6-13 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.6-4.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts from being located on a geologic unit or soil that is unstable, or that would become unstable as a result of project implementation, and potentially result in liquefaction will be mitigated to a less than significant level as mitigation measure 3.6-4 would require a project-level assessment of the geologic risk associated with the project and if necessary, an unstable soil should be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Any remaining impacts related to being located on a geologic unit or soil that is unstable, or that would become unstable, after implementation of mitigation measure 3.6-4 would not be significant.

4. INDIVIDUAL RTP IMPROVEMENTS MAY BE LOCATED ON EXPANSIVE SOILS CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY (EIR IMPACT 3.6-4)

(a) Potential Impact. The potential for the Project to have an impact from being located on expansive soils creating substantial risks to life or property is discussed at page 3.6-14 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.6-4.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts from being located on expansive soils creating substantial risks to life or property will be mitigated to a less than significant level as mitigation measure 3.6-4 would require a project-level assessment of the geologic risk associated with the project and if necessary, an unstable soil should be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Any remaining impacts related to being located on expansive soils after implementation of mitigation measure 3.6-4 would not be significant.

G. HAZARDS AND HUMAN HEALTH

1. IMPACT FROM BEING INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 (EIR IMPACT 3.8-4)

(a) Potential Impact. The potential for the Project to have an impact from being located on a hazardous site is discussed at page 3.8-11 through 3.8-12 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.8-1.

(c) Findings. Based upon the EIR and the entire record before the SCRTA Board, this Board finds that the impacts from being located on a hazardous site will be mitigated to a less than significant level as mitigation measure 3.8-1 would first require projects to perform a Phase 1 Environmental Site Assessment (ESA), and if necessary a Phase II ESA to identify the potential for hazards to be present, and, if present, to devise a remediation plan or avoid disturbance of contaminated areas, in compliance with appropriate regulatory agency requirements. Any remaining impacts related to being located on a hazardous site after implementation of mitigation measure 3.8-1 would not be significant.

H. HYDROLOGY AND WATER QUALITY

1. VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS (EIR IMPACT 3.9-1)

(a) Potential Impact. The potential for the Project to have an impact on water quality standards or waste discharge requirements is discussed at page 3.9-10 through 3.9-12 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.9-1.

(c) Findings. Based upon the EIR and the entire record before the SCRTA Board, this Board finds that the impacts on water quality standards or waste discharge requirements will be mitigated to a less than significant level as mitigation measure 3.9-1 would require a dewatering permit, NPDES permit, and Waste Discharge permit from the RWQCB before discharging any dewatered effluent to surface water. Any remaining impacts related to water quality standards or waste discharge requirements after implementation of mitigation measure 3.9-1 would not be significant.

2. ALTER THE EXISTING DRAINAGE PATTERN IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, FLOODING, OR POLLUTED RUNOFF (EIR IMPACT 3.9-3)

(a) Potential Impact. The potential for the Project to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff is discussed at page 3.9-12 through 3.9-13 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measures 3.6-2 and 3.6-3 (from the Geology and Soils section), and 3.9-2.

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff will be mitigated to a less than significant level as mitigation measure 3.6-2, 3.6-3, and 3.9-2 would require the use of control measures incorporated into the project design including, conserving natural areas, protecting slopes and channels, and minimizing impervious areas. Additionally, implementing agencies would be required to prepare SWPPPs, obtain the appropriate permits for the RWQCB, and maintain records of monitoring and SWPPP compliance. Any remaining impacts related to the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff after implementation of mitigation measure 3.9-2 would not be significant.

3. OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY (EIR IMPACT 3.9-4)

(a) Potential Impact. The potential for the Project to have an impact from substantial degradation of water quality is discussed at page 3.9-14 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program: Mitigation measure 3.6-2 and 3.6-3 (from Geology and Soils section).

(c) Findings. Based upon the EIR and the entire record before the SCRTPA Board, this Board finds that the impacts from substantial degradation of water quality will be mitigated to a less than significant level as mitigation measure 3.6-2 and 3.6-3 would require implementing agencies to prepare SWPPPs, obtain the appropriate permits for the RWQCB, and maintain records of monitoring and SWPPP compliance. Any remaining impacts related to substantial degradation of water quality after implementation of mitigation measures 3.6-2 and 3.6-3 would not be significant.

V. FINDINGS AND RECOMMENDATIONS REGARDING THOSE IMPACTS WHICH ARE LESS THAN SIGNIFICANT OR LESS THAN CUMULATIVELY CONSIDERABLE

Specific impacts within the following categories of environmental effects were found to be less than significant as set forth in more detail in the Draft EIR.

Agricultural Resources: The following specific impact was found to be less than significant: 3.2-2.

Air Quality: The following specific impacts were found to be less than significant: 3.3-1, 3.3-2, 3.3-3, and 3.3-4.

Biological Resources: The following specific impacts were found to be less than significant: 3.4-4.

Hazards and Human Health: The following specific impacts were found to be less than significant: 3.8-1, 3.8-2, 3.8-3, 3.8-5, 3.8-6, and 3.8-7.

Hydrology and Water Quality: The following specific impacts were found to be less than significant: 3.9-2, 3.9-5, 3.9-6, and 3.9-7.

Land Use and Population: The following specific impacts were found to be less than significant: 3.10-1, 3.10-2, 3.10-3, and 3.10-5.

Mineral Resources: The Project was determined to have no adverse impact with regard to mineral resources as discussed on page 4.0-17 of the Draft EIR.

Public Services: The Project was determined to have no adverse impact with regard to public services as discussed on page 4.0-17 of the Draft EIR.

Recreation: The Project was determined to have a less than significant impact with regard to recreation as discussed on page 4.0-18 of the Draft EIR.

Traffic and Circulation: The following specific impacts were found to be less than significant: 3.12-1, 3.12-2, 3.12-3, 3.12-4, 3.12-5, and 3.12-6.

Utilities and Service Systems: The Project was determined to have no impact with regard to utilities and service systems as discussed on page 4.0-18 of the Draft EIR.

The project was found to have a less than cumulatively considerable contribution to specific impacts within the following categories of environmental effects as set forth in more detail in the Draft EIR.

Air Quality: The following specific impact was found to be less than cumulatively considerable: 4.3.

Cultural Resources: The following specific impact was found to be less than cumulatively considerable: 4.5.

Geology and Soils: The following specific impact was found to be less than cumulatively considerable: 4.6.

Hydrology and Water Quality: The following specific impact was found to be less than cumulatively considerable: 4.9.

Land Use and Population: The following specific impact was found to be less than cumulatively considerable: 4.10.

Traffic and Circulation: The following specific impact was found to be less than cumulatively considerable: 4.12.

The above impacts are less than significant or less than cumulatively considerable for one of the following reasons:

- The EIR determined that the impact is less than significant for the Project.
- The EIR determined that the Project would have a less than cumulatively considerable contribution to the cumulative impact.

- The EIR determined that the impact is beneficial (would be reduced) for the Project.

VI. PROJECT ALTERNATIVES

A. IDENTIFICATION OF PROJECT OBJECTIVES

An EIR is required to identify a "range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant effects." Chapter 2.0 of the Draft EIR identifies the Project's goals and objectives. The Project objectives include:

Public Transportation: Prioritize transportation services for funding and implementation, with an emphasis on the transportation needs of the transit-dependent.

SHORT-RANGE (2010-2020)

- O-1 Continue implementation strategies addressed in the 2007 Shasta County Coordinated Human Transportation Plan.
- O-2 Increase public awareness of transit through outreach and marketing.
- O-3 Continue distribution of the "Need a Ride" brochure.
- O-4 Improve coordination of transportation services through agency participation.
- O-5 Support and participate in mobility-management programs, such as California 211.
- O-6 Provide mobility-management information to populations that require specialized transportation in efforts to reduce dependency on heavily subsidized paratransit services.
- O-7 Obtain maximum transit and paratransit system efficiency by continuously monitoring transit needs, performance, funding, and capital requirements.
- O-8 Continue to work with local land-use planning agencies to further coordinate development with transit.
- O-9 Work in conjunction with transit advocacy groups to address legal ramifications for transit providers involved in coordination efforts.
- O-10 Pursue grants and other funding resources to improve and provide interconnectivity between transportation providers and neighboring counties.
- O-11 Research opportunities for volunteer driver programs.

LONG-RANGE (2020-2030)

- O-12 Provide the highest feasible level of transit service within the region consistent with TDA and FTA revenue sources.
- O-13 Invest in infrastructure and land-use patterns to create transit friendly communities.
- O-14 Consolidation of operations and services into one mobility-management center or centralized dispatch center.

Streets and Roads: Maintain a safe and efficient road system within the limits of existing and projected funding constraints.

SHORT-RANGE (2010-2020)

- O-1 Develop more cost-effective methods to maintain the existing road network.

- O-2 Identify anticipated street and road problems before they become critical in order to program preventive measures.
- O-3 Plan for and reserve necessary road right-of-way for future expansion prior to development occurring.
- O-4 Maximize the number of persons that can use the existing transportation system.

LONG-RANGE (2020-2030)

- O-5 Develop a safe, sustainable street and highway system that can be maintained within the projected available funding and will meet automobile, truck, and transit needs.

Goods Movement: Maintain an efficient goods movement industry within the region with the least adverse impact possible on the transportation system.

SHORT-RANGE (2010-2020)

- O-1 Maximize use of the existing goods movement infrastructure of the region.
- O-2 Protect the transportation infrastructure from deterioration.
- O-3 Minimize conflicts between trucks and other vehicles. Obtain data to determine the locations that need to be improved.
- O-4 Reduce truck and rail accidents by supporting proposals for grade separation improvements, crossing arms, and railroad crossing upgrades of gates and warning devices (lights and bells).
- O-5 Continue to work on the Buckhorn Grade Project to improve the horizontal and vertical alignment on SR 299.
- O-6 Continue to work with the trucking industry to identify funding sources for intermodal freight facilities and rail spurs.

LONG-RANGE (2020-2030)

- O-6 Improve or increase goods movement modes available in the county.
- O-7 Support the increasing need for regional truck parking areas by supporting attempts to identify funding.

Aviation: Maintain efficient accessible air service in a safe and convenient manner.

SHORT-RANGE (2010-2020)

- O-1 Prevent deterioration of the airport facilities within the county.
- O-2 Enhance the passenger service at Redding Municipal Airport.
- O-3 Continue to apply for state and federal grants to make needed improvements at the three airports in the county and acquire funds to update plans.
- O-4 Acquire property north and south of the Redding Municipal Airport, to enhance runway approach protection and to provide land for future expansion. In 2003 and 2004, the City of Redding acquired over 140 acres towards this objective.

LONG-RANGE (2020-2030)

- O-4 Encourage airport operators (Shasta County and City of Redding) to develop projects that enhance the safety, capacity, and security of regional aviation facilities.
- O-5 Provide economical and frequent passenger service at Redding Municipal Airport connecting with surrounding major cities.
- O-6 Support implementation of the Shastec Redevelopment Project.

Rail: Make rail service convenient to Shasta County citizens when economically feasible

SHORT-RANGE (2010-2020)

- O-1 Maintain existing railroad right-of-way and railroad services within the county.
- O-2 Maintain feeder bus service to connect with rail service south.
- O-3 Obtain more convenient daytime passenger rail service at the Redding station.
- O-4 Maximize opportunities to study, plan, and install grade separations between rail and roadways.

LONG-RANGE (2020-2030)

- O-5 If transit corridors are developed, provide for the eventual use by rail or other fixed-guide way systems.
- O-6 Consider the feasibility of construction of a new rail line between Eureka and Redding.

Non-Motorized: Create a transportation environment that encourages non-motorized alternatives.

SHORT-RANGE (2010-2020)

- O-1 Strive to eliminate barriers to bicycle/pedestrian traffic.
- O-2 Integrate non-motorized transportation into development throughout the region.
- O-3 Keep bicycle/pedestrian lanes in a usable condition through a continued maintenance program.
- O-4 Mark the road as to where a bicycle should be placed to trip all new traffic signals.
- O-5 At fixed-time traffic signals, where feasible, make all new walk/don't walk signals automatic so they go to walk without having to push the button. This is considered an ITS application for pedestrian crossing detection information.

LONG-RANGE (2020-2030)

- O-6 Strive to provide an interconnected bicycle/pedestrian network throughout the county.
- O-7 Mark all signaled intersections as to where to place a bicycle to trip signal.
- O-8 Encourage the public to use non-motorized transportation facilities.

Land use: Provide a Regional Transportation Plan that is supportive of the land use goals of the cities and county general plans and focuses transportation investments along major transportation corridors to encourage infill development within the urbanized area.

SHORT-RANGE (2010-2020)

- O-1 Focus residential growth and commercial uses near transit corridors and design them for efficient, convenient transit use.
- O-2 Promote developments designed to encourage non-motorized trips by providing efficient, convenient, and safe pedestrian and bicycle facilities.
- O-3 Encourage increased non-motorized accessibility by placing residential development, employment, and commercial uses near each other.
- O-4 Ensure that transportation improvements necessary for development are Financially constrained.
- O-5 Perform a periodic review of traffic impact fees developed by the agencies.
- O-6 Encourage the agencies to keep the RTPA in the loop at the onset of an application process.

LONG-RANGE (2020-2030)

- O-7 Integrate land use planning with supporting transportation programs to stabilize and, over time, reduce trip length.

Air Quality: Reduce harmful air emissions in Shasta County and maintain a level that meets or exceeds minimum state and federal health standards

SHORT-RANGE (2010-2020)

- O-1 Prepare for Shasta County being designated a nonattainment area for federal air quality standards.
- O-2 Reduce emissions of inhalable particulate matter (PM10) and emissions contributing to ozone production to, at a minimum, meet state ambient air quality standards.
- O-3 Reduce emissions of greenhouse gases.

LONG-RANGE (2020-2030)

- O-4 Reduce emissions of inhalable particulate matter and emissions contributing to ozone production to a level that assures compliance with state ambient air standards.

Environmental Resources: Minimize the negative environmental effects of transportation projects.

SHORT-RANGE (2010-2020)

- O-1 Minimize environmental impacts, project delays, and added costs through early, continued resource agency consultation and public involvement.
- O-2 Streamline administration of the NEPA and CEQA process to avoid duplication of efforts.

LONG-RANGE (2020-2030)

- O-3 As NEPA and CEQA reviews become more common for regional and corridor studies, develop standardized methods for content, format, and coordination of these documents to facilitate tiering (referring to prior applicable studies, rather than regenerating them) for later projects.

Financial Element: Provide the best multimodal transportation system possible with available funds.

SHORT-RANGE (2010-2020)

- O-1 Address the maintenance deficit for streets and roads faced by the cities and county to prevent further deterioration of the existing transportation system.
- O-2 Obtain funding to expand non-motorized transportation opportunities.
- O-3 Continue to refine a system to prioritize projects for utilizing Regional Improvement Program funds.

LONG-RANGE (2020-2030)

- O-4 Identify a stable long-term source of funding for construction and maintenance of a multimodal transportation system.

B. ALTERNATIVES ANALYSIS IN EIR

1. NO PROJECT ALTERNATIVE:

The No Project Alternative is discussed on pages 5.0-6 and 5.0-11 through 16 of the Draft EIR. As required by CEQA, this alternative assumes that the adopted 2004 RTP would remain in place and would guide improvements to the transportation network.

Findings: The No Project Alternative is rejected as an alternative because it would not achieve the Project's objectives.

Explanation: This alternative would be out of compliance with federal and state requirements, including the California Transportation Commission Regional Transportation Plan Guidelines, it would not realize the transportation system benefits of the 2010 RTP (i.e. improvements to highways, local streets and roads, transit, bicycle, aviation, rail and goods movement), and it would not achieve the project objectives. Were transportation funding and improvements to continue to be guided by the 2004 RTP, the No Project Alternative would not achieve the objective associated with additional safety improvements. Environmental benefits of this alternative over the proposed 2010 RTP include the reduction of impacts from aesthetics, agricultural resources, biological resources, cultural resources, geology, hazards, and hydrology, while impacts related to air quality, greenhouse gas emissions, land use/population, noise, and traffic would be worse than the 2010 RTP.

2. FINANCIALLY UNCONSTRAINED ALTERNATIVE:

The Financially Unconstrained Alternative is discussed on pages 5.0-7 through 5.0-9, and 5.0-17 through 5.0-19 of the Draft EIR.

Findings: The Financially Unconstrained Alternative is rejected as an alternative because it is not considered fiscally feasible, nor is it considered the environmentally superior alternative.

Explanation: As discussed on pages 5.0-7 of the Draft EIR, the Financially Unconstrained Alternative includes all of the individual projects identified under the Financially Constrained Alternative plus numerous additional projects that are needed but not yet funded over the planning horizon. Under this alternative, total spending would increase by approximately \$834,234,133 million. This alternative includes all projects without regard to whether or not they can be funded. A complete list of the projects and their long-term project costs are provided in Table 5.2-1 of the Draft EIR. Environmental benefits of this alternative over the proposed 2010 RTP include the reduction of impacts from air quality, greenhouse gas emissions, land use/population, noise, and traffic, while impacts related to aesthetics, agricultural resources, biological resources, cultural resources, geology, hazards, and hydrology would be worse than the 2010 RTP.

3. TRANSIT INVESTMENT ALTERNATIVE:

The Transit Investment Alternative is discussed on pages 5.0-10 and 5.0-19 through 5.0-22 of the Draft EIR.

Findings: The Transit Investment Alternative is rejected because it is not considered fiscally feasible, nor is it considered the environmentally superior alternative.

Explanation: As discussed on page 5.0-10 of the Draft EIR, the Transit Investment Alternative focuses investment into development of alternative transportation modes, emphasizing transit, bus, pedestrian, and bicycle modes of transportation, while also funding the locally-funded transportation improvements included in the Financially Constrained Alternative. This alternative would remove approximately \$834,234,133 million from roadway improvement projects under the Financially Unconstrained Alternative and would shift the money to fund transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities. It should be noted that this money is not available and/or programmed at this time and it is not known if any moneys identified under the Financially Unconstrained Alternative will ever become available. Therefore, this alternative is not considered fiscally feasible. Environmental benefits of this alternative over the proposed 2010 RTP include the reduction of impacts from air quality, greenhouse gas emissions, land use/population, noise, and traffic, while impacts related to aesthetics, agricultural

resources, biological resources, cultural resources, geology, hazards, and hydrology would be worse than the 2010 RTP.

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

Table 5.3-4 in the Draft EIR provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. As shown in Table 5.3-4, the No Project Alternative has the lowest overall impact (score of 27) and is environmentally superior to the three other alternatives. As previously stated, CEQA requires the EIR to identify an environmentally superior alternative among the other alternatives when the No Project Alternative is identified as the environmentally superior alternative.

The Financially Constrained Alternative and the Transit Investment Alternative both tie for the second lowest overall impact with a score of 29. However, the Financially Constrained Alternative has a lower score compared to the Transit Investment Alternative in seven of the twelve impact topics that are analyzed. Therefore, not considering the No Project Alternative, the Financially Constrained Alternative is deemed the environmentally superior alternative because it provides the greatest reduction of potential impacts in comparison to the other alternatives. The Transit Investment Alternative is the second best alternative in terms of environmental impacts. For these economic, social and other reasons, the 2010 RTP is deemed the environmentally superior alternative.

VII. STATEMENTS OF OVERRIDING CONSIDERATIONS RELATED TO THE SHASTA COUNTY 2010 REGIONAL TRANSPORTATION PLAN PROJECT FINDINGS

As described in Section III of these Findings, the following significant and unavoidable impacts could occur with implementation of the Project:

- Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region
- Impact 4.2: Cumulative Impact on Agricultural Land and Uses
- Impact 4.4: Cumulative Loss of Biological Resources Including Habitats and Special Status Species
- Impact 4.7: Cumulative Effects on Climate Change and Global Warming
- Impact 3.10-4: Induce Substantial Population Growth in an Area
- Impact 3.11-1: Grading and Construction Activities Would Intermittently and Temporarily Generate Noise Levels Above Ambient Background Levels
- Impact 3.11-2: Exposure of Noise-Sensitive Land Uses to Noise in Excess of Normally Acceptable Noise Levels or to Substantial Increases in Noise
- Impact 3.11-3: Grading and Construction Activities Would Intermittently and Temporarily Expose Sensitive Receptors to Groundborne Vibration Levels

- Impact 4.11: Cumulative Exposure of Existing and Future Noise- Sensitive Land Uses to Increased Traffic Noise Resulting from Cumulative Development

The adverse effects identified above are substantive issues of concern to SCRTPA. However, the challenges SCRTPA and the implementing agencies face in relation to transportation facilities and services, such as the need for roadway safety and addressing the increased roadway congestion and demand for use of existing transportation facilities that will occur based on projected increases in population, are far greater and could lead to a larger regional transportation effect. Implementation of the 2010 RTP projects will help to alleviate many of the problems associated with the larger transportation challenges, including increased roadway safety, relief of traffic congestion, and increased infrastructure to support alternative modes of transportation, all of which will ultimately improve the overall quality of life in Shasta County.

- A. Traffic Safety. The 2010 RTP would provide improvements that would result in increased roadway safety for vehicles, pedestrians, and bicycles.
- B. Decrease Roadway Congestion. The 2010 RTP will make roadway improvements that will decrease roadway congestion and overall vehicle hours travelled.
- C. Improve Transit and Alternative Modes of Transportation. The 2010 RTP will provide funding for alternative modes including transit, bike and pedestrian paths, and a number of other improvements that will encourage increased use of alternative modes of transportation. The increased use of these alternative modes of transportation will result in a decrease in emissions of air pollutants and greenhouse gases and will assist the County in reducing its potential impact on climate change.
- D. Accommodating Regional Housing Needs Allocation. The State of California requires each county and city to accommodate its fair share of allocated state housing needs, including housing for extremely low, very low, low, moderate, and above moderate income groups. The 2010 RTP has been developed to be consistent with the adopted General Plans, including the housing and land use plans, of Shasta County and the cities of Anderson, Redding, and Shasta Lake. The 2010 RTP will assist in reducing traffic congestion and air quality impacts associated with accommodating planned growth, which includes housing growth that must be accommodated under Government Code Section 65580 et seq.

Based on the entire record and the EIR, the need for the improvement of the transportation system, the economic and social benefits of the Project in Shasta County outweigh and override any significant unavoidable environmental effects that would result from future Project implementation. The SCRTPA Board has determined that any environmental detriment caused by the 2010 RTP Project has been minimized to the extent feasible through the mitigation measures identified herein, and, where mitigation is not feasible, has been outweighed and counterbalanced by the significant social, environmental, and land use benefits to be generated to the region.