



FINAL

ENVIRONMENTAL IMPACT REPORT

FOR THE

2010 SHASTA COUNTY REGIONAL TRANSPORTATION PLAN (SCH: 2008092090)

JULY 2010

Prepared for:

Shasta County Regional Transportation Agency
1855 Placer Street
Redding, CA 96001
(530) 225-5475

Prepared by:

De Novo Planning Group
4630 Brand Way
Sacramento, CA 95819
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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INTRODUCTION

The Shasta County Regional Transportation Agency (SCRTPA) determined that a Master Environmental Impact Report (MEIR) was required for the Shasta County 2010 Regional Transportation Plan Update (2010 RTP or proposed project) pursuant to the requirements of the California Environmental Quality Act (CEQA). According to CEQA Guidelines the MEIR procedure is an alternative to preparing a project EIR, staged EIR, or program EIR for certain projects which will form the basis for later decision making. It is intended to streamline the later environmental review of individual projects included within the 2010 RTP. The CEQA statutes specifically state that an MEIR may be prepared for a Regional Transportation Plan.

The MEIR 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. This MEIR 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 this MEIR.

PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the 2010 Regional Transportation Plan (2010 RTP or proposed project) for Shasta County. The 2010 RTP embodies three elements: Policy Element, Action Element, and Financial Element. The 2010 RTP is a program-level regional planning document that addresses long-term goals and objectives for all transportation modes (highways, local roads, bridges, transit, bicycle, aviation, and rail). Refer to Chapter 2.0 Project Description of the Draft EIR for a complete description of the 2010 RTP. The full 2010 RTP is available for review at the SCRTPA website (www.scrtpa.org).

ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. Since the primary objective of the 2010 RTP is to guide short- and long-term transportation improvements countywide, a discussion of alternative sites is not appropriate. The alternatives analyzed in this EIR include the following four alternatives which includes the proposed project:

- No Project Alternative (2004 Regional Transportation Plan)
- Financially Constrained Alternative (the proposed 2010 RTP - Funded Projects)
- Financially Unconstrained Alternative (Funded and Unfunded Projects)
- Transit Investment Alternative (Increase Funding of Public Transit Projects by Diverting Future Funds from the Unconstrained Alternatives)

Alternatives are described in detail in the Draft EIR including a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. 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.

COMMENTS RECEIVED

The Draft EIR addressed environmental impacts associated with the 2010 RTP that are known to SCRTPA, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. The Draft EIR discussed potentially significant impacts associated with aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions and climate change, hydrology and water quality, land use and planning, noise, and transportation/circulation.

NOP Comments

During the NOP process, the SCRTPA received the following comments:

United States Environmental Protection Agency (USEPA). The USEPA acknowledged the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). They encouraged the SCRTPA to utilize data and the results of the Shasta FORWARD process in the development of the RTP. They encourage the SCRTPA to first avoid, then minimize, and finally mitigate environmental impacts. They are particularly concerned with: 1) projects in urbanized and heavily impacted resource areas; 2) development in rapidly growing areas with large and/or remnant intact ecosystems; and 3) projects at the urban fringe with potential to impact resources. The USEPA stated that construction-related impacts to air quality should be addressed, as well as regional land use and transportation policies, such as increased investment in public transit and incentives for compact, mixed-use development, and the link that those projects have to improving air quality and reducing greenhouse gas emissions. The letter acknowledged the requirements of the Global Warming Solutions Act of 2006 and Executive Order S-3-05 and recommended that the EIR identify the cumulative contributions to greenhouse gas emissions, including the indirect land use impacts associated with transportation projects and any induced growth from transportation projects. The USEPA recommends the integration of "smart" land use strategies in the RTP, and a discussion of the potential impacts of climate change, including mitigation measures. The USEPA concludes with a recommendation to consult with other agencies to develop innovative and "state of the art" design features that avoid or minimize impacts.

State of California Department of Justice – Attorney General. The Attorney General's letter acknowledged the California Global Warming Solutions Act of 2006 (AB 32) and Executive Order S-3-05, and addressed the State's need to substantially reduce its total GHG emissions by mid-century in order to stabilize atmospheric concentrations of greenhouse gases at a level that will avoid the most dangerous effects of climate change. The Attorney General iterated that CEQA

documents must thoroughly address the opportunities to reduce GHG emissions from the transportation sector, which account for over a third of California's GHG emissions. The Attorney General urged the SCRTPA to embrace the opportunity it has to show its leadership in this area by identifying a comprehensive transportation strategy that will reduce greenhouse gasses that cause global warming.

Native American Heritage Commission (NAHC). NAHC identified steps to determine the potential for the project to impact an archaeological resource, including contacting the appropriate information center, information that should be included in a final professional report, appropriate Native American contacts, and measures to mitigate potential impacts in the event an unknown resource is discovered during project implementation. NAHC indicated that no sacred sites were identified for the project.

Shasta County Department of Public Health (SCPH). SCPH noted that there has been an increase in awareness on how land use and transportation planning can positively or negatively impact human health. Examples presented include the positive effects associated with increased active transportation (i.e. bicycling and walking) as a result of design strategies that promote mixed use development and choices in transportation. The SCPH acknowledged their support for several policies and also provided several recommended policy suggestions.

Central Valley Flood Protection Board (CVFPB). CVFPB identified that the proposed project is located within the jurisdiction of the CVFPB and that any construction activities within the tributaries or distributaries of the Sacramento River or designated floodways will require a permit from the CVFPB.

Draft EIR Comments

During the Draft EIR review process, SCRTPA received five (5) comment letters from the following: California Energy Commission, City of Redding Transportation and Engineering Dept., United States Environmental Protection Agency, Redding Airports Manager, and Shasta County Department of Public Works.

Acting as lead agency, the SCRTPA has prepared a response to the Draft EIR comments. The responses to the comments are provided in this Final EIR in Section 2.0, Comments on Draft EIR and Responses, and all changes to the text of the EIR is summarized in Section 3.0, Errata. Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

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Chapter	Page Number
Executive Summary.....	ES-1
1.0 Introduction	1.0-1
1.1 Purpose and Intended Uses of the EIR	1.0-1
1.2 Environmental Review Process.....	1.0-2
1.3 Organization of the Final EIR	1.0-3
2.0 Comments on Draft EIR and Responses	2.0-1
2.1 Introduction	2.0-1
2.2 List of Commentors.....	2.0-1
2.3 Comments and Responses.....	2.0-1
3.0 Errata3.0-1	
3.1 Revisions to the Draft EIR	3.0-1
4.0 Final MMRP	4.0-1
4. 1 Mitigation Monitoring and Reporting Program.....	4.0-1
5.0 Report Preparers.....	4.0-1
Table	Page Number
Table 2.0-1: List of Commentors.....	2.0-1
Table 4.0-1: Mitigation Monitoring Program.....	4.0-3

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The Shasta County Regional Transportation Agency (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 (hereinafter "2010 RTP" or "proposed project") 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.

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This Final Environmental Impact Report (FEIR) for the 2010 RTP has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that an FEIR consist of the following:

- the Draft Environmental Impact Report (Draft EIR) or a revision of the draft;
- comments and recommendations received on the Draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The SCRTPA, as the lead agency, has prepared this Final EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the proposed 2010 RTP, including implementing of individual RTP projects. Responsible and trustee agencies that may use the Draft EIR are identified in Chapter 1.0 of the Draft EIR.

The environmental review process enables interested parties to evaluate the 2010 RTP in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This document and the Draft EIR, as amended herein, constitute the Final EIR, which will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the 2010 RTP. Subsequent actions that may be associated with the 2010 RTP are identified in Chapter 2.0, Project Description, of the Draft EIR.

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

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 20th 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.

NOTICE OF AVAILABILITY AND DRAFT EIR

The SCRTPA published a public Notice of Availability (NOA) for the Draft EIR on May 6, 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.

RESPONSE TO COMMENTS/FINAL 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, this 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. This document and the Draft EIR, as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The SCRTPA will review and consider the Final EIR. If the SCRTPA finds that the Final EIR is "adequate and complete", the SCRTPA Board may certify the Final EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final EIR, the SCRTPA Board may take action to approve, revise, or reject the project. A decision to approve the 2010 RTP, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring and Reporting Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commentors, copies of written comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 - ERRATA

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments on the Draft EIR, as well as minor staff edits. The revisions to the Draft EIR do not change the intent or content of the analysis or mitigation.

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

2.1 INTRODUCTION

The SCRTPA received five (5) comment letters regarding the Draft EIR. Acting as lead agency, the SCRTPA has prepared a response to the Draft EIR comments. Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

2.2 LIST OF COMMENTORS

Table 2-1 lists the comments on the Draft EIR that were submitted to the SCRTPA. The assigned comment letter number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

TABLE 2-1 LIST OF COMMENTORS

RESPONSE LETTER/ NUMBER	INDIVIDUAL OR SIGNATORY	AFFILIATION	DATE
A	Bill Pfanner	California Energy Commission	05-20-2010
B	Chuck Aukland, P.E.	City of Redding, Transportation and Engineering Dept.	06-23-2010
C	Chris Ganson	United States Environmental Protection Agency	06-23-2010
D	Rod Dinger, AAE, CAE	Redding Municipal Airport, Benton Airpark	06-23-2010
E	John Strahan	Shasta County, Department of Public Works	06-28-2010

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that regard an environmental issue. The written response must address the significant environmental issue raised and provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commentor, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commentors provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that

commentors provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Those comments received from government agencies are represented by a lettered response while comments received by individual or private firms or individuals are represented by a numbered response.
- Each letter is lettered (i.e., Letter A) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).

Where changes to the Draft EIR text result from the response to comments, those changes are included in the response and identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

STATE OF CALIFORNIA – NATURAL RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

CALIFORNIA ENERGY COMMISSION

1516 NINTH STREET
SACRAMENTO, CA 95814-5512
www.energy.ca.gov



May 20, 2010

Dan Little, AICP
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Mr. Little:

The California Energy Commission has received the Shasta County Regional Transportation Planning Agency's Draft EIR titled 2010 Shasta County Regional Transportation Plan, SCH 2008092090 that was submitted on 5/6/2010 for comments due by 6/21/2010. After careful review, the Energy Commission has found the following:

We would like to assist in reducing the energy usage involved in your project. Please refer to the enclosed Appendix F of the California Environmental Quality Act for how to achieve energy conservation.

In addition, the Energy Commission's *Energy Aware Planning Guide* is also available as a tool to assist in your land use planning. For further information on how to utilize this guide, please visit www.energy.ca.gov/energy_aware_guide/index.html.

Thank you for providing us the opportunity to review/comment on your project. We hope that our comments will be helpful in your environmental review process.

If you have any further questions, please call Gigi Tien at (916) 651-0566.

Sincerely,

A handwritten signature in cursive script that reads "Bill Pfanner".

BILL PFANNER
Supervisor, Local Energy & Land Use Assistance Unit
Special Projects Office
Fuels and Transportation Division
California Energy Commission
1516 Ninth Street, MS 23
Sacramento, CA 95814

Enclosure

A-1

Appendix F ENERGY CONSERVATION

I. Introduction

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,
- (2) decreasing reliance on natural gas and oil, and
- (3) increasing reliance on renewable energy sources.

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, lifetime costs may be determined more by energy efficiency than by initial dollar costs.

II. EIR Contents

Potentially significant energy implications of a project should be considered in an EIR. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances, specific items may not apply or additional items may be needed.

A. Project Description may include the following items:

1. Energy consuming equipment and processes which will be used during construction, operation, and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.
2. Total energy requirements of the project by fuel type and end use.
3. Energy conservation equipment and design features.
4. Initial and life-cycle energy costs or supplies.
5. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.

B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.

C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, opera-

tion, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

D. Mitigation Measures may include:

1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy.
3. The potential for reducing peak energy demand.
4. Alternate fuels (particularly renewable ones) or energy systems.
5. Energy conservation which could result from recycling efforts.

E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.

F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.

G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.

H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the energy costs over the lifetime of the project.

I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.

Response to Letter A Bill Pfanner, California Energy Commission

Response A-1: The commentor noted that they would like to assist with the reduction of energy usage associated with the RTP. The commentor included Appendix F of the California Environmental Quality Act for how to achieve energy conservation. The commentor also noted that the CEC's Energy Aware Planning Guide is a planning tool that is available for land use planning efforts. Appendix F, Energy Conservation is hereby incorporated into the EIR.

Page 3.7-12 of the Draft EIR is amended as follows:

ENERGY CONSUMPTION

Vehicle fuel consumption was projected from a baseline year of 2010 through the RTP buildout year of 2030 using EMFAC 2007 Version 2.3 model. Table 3.7-2 quantifies the projected vehicle fuel consumption in gallons per day using EMFAC data. The total fuel consumption is projected to increase from 398,200 gallons in 2010 to 664,260 gallons in 2030, representing an increase of 66 percent over 20 years. The largest increase is projected in gasoline fuel with a 75 percent increase over 24 years, while diesel consumption is projected to increase by 52 percent during the same time. It should be noted that the fuel consumption estimate is an overestimate, as the fuel efficient benefits of "Pavely (AB 1493)" and "Low Carbon Fuels (Executive Order #S-01-07)" will have an impact on fleet efficiency.

TABLE 3.7-2: VMT, DAILY TRIPS, VEHICLES, FUEL CONSUMPTION AND CO₂ (1990 THROUGH 2030)

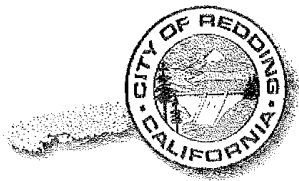
GHG EMISSION DATA						
Year	1990	2010	2015	2020	2025	2030
Fuel Consumption (Gasoline)	212,960	258,810	298,460	346,050	396,730	452,450
Fuel Consumption (Diesel)	85,970	139,390	160,290	182,100	196,840	211,810
Fuel Consumption (Total)	298,930	398,200	458,750	528,150	593,570	664,260
CO ₂ emissions (tons/day)	2,750	4,000	4,650	5,370	6,030	6,750

SOURCES: DE NOVO PLANNING GROUP, EMFAC 2007 VERSION 2.3 (2010).

Page 3.7-17 of the Draft EIR is amended to include the following mitigation measure as follows:

Mitigation Measure 3.7-4: Consistent with Appendix F of the CEQA Guidelines, the implementing agencies should:

- Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.
- Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.
- Promote efforts to reduce peak energy demand in the design and operation of RTP projects.
- Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.
- Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.

**CITY OF REDDING****TRANSPORTATION & ENGINEERING DEPARTMENT**

777 Cypress Avenue, Redding, CA 96001-2718

P.O. Box 496071, Redding, CA 96049-6071

530.225.4170 FAX 530.245.7024

June 23, 2010

R-010-750/T-100-375

Mr. John Strahan
Senior Transportation Planner
Shasta County Regional Transportation Agency
1855 Placer Street
Redding, CA 96001

Subject: Draft Environmental Impact Report on the 2010 Regional Transportation Plan

Dear Mr. Strahan:

Thank you for the opportunity to comment on the Draft 2010 Regional Transportation Plan (RTP) and the Draft Master Environmental Impact Report (MEIR). The City of Redding would like to submit the following comments on the Draft MEIR:

1. **General Comment:**

Throughout the document, the word "should" is used when describing the mitigation measures to be used to reduce impacts. The word "should" does not convey commitment or a required action. Typically, in order to mitigate an impact to a level of insignificance, the mitigation measure must be implemented. If there is some question as to whether the measure will be implemented or not, then CEQA compliance may be in question. Often CEQA documents use the words "will" or "shall" to indicate that the mitigation measure will be implemented and CEQA compliance achieved. It provides for a stronger and more defensible CEQA document. If this approach is not appropriate for a MEIR type document, an alternative approach may be where appropriate, given that the Draft MEIR is a tiering document to be used by different agencies, a discussion of the mitigation measure responsibilities be presented which clearly indicates that if an agency wants to use the document to tier from, then the mitigation measures presented would have to be implemented by that agency. Some of the measures are clearly meant to be implemented by the SCRTPA, in which case such a discussion would not appear appropriate

B-1

2. **Chapter 3.7 - Greenhouse Gases and Climate Control**

- a. The discussion of Senate Bill 97 on page 3.7-7 references the CEQA regulations forthcoming by January 2010. Those regulations, or CEQA Guidelines have since been adopted in March 2010.

B-2

Mr. John Strahan

Page 2

June 23, 2010

- | | |
|--|------------|
| <p>b. The Attorney General's Office has produced the document entitled "Addressing Climate Change at the Project Level". This document addressed mitigation measures to be used by agencies to mitigate the affects of greenhouse gas emissions. This document could be referenced and briefly discussed to enhance the greenhouse gas discussion. It strongly supports the goals of the Attorney General's Office and could avoid and or minimize comments on the Draft MEIR.</p> | <p>B-3</p> |
| <p>c. Under Thresholds of Significance on page 3.7-10, as is done in the other chapters of the Draft MEIR, Appendix G could be referenced and used in the impact evaluation for greenhouse gases. As mentioned above, the new CEQA Guidelines were adopted in March 2010 and appear pertinent here.</p> | <p>B-4</p> |
| <p>d. Under Impact 3.7.1 on page 3.7-12, first paragraph, the referenced Attorney General's report is dated May 21, 2008, the most current version available is dated December 9, 2008.</p> | <p>B-5</p> |
| <p>e. Appendix F of the CEQA Guidelines discusses the effects a project may have on energy resources. The City believes that the required discussion could be expanded and is an important component of the GHG impact evaluation. Such a discussion could be included to make the document more defensible.</p> | <p>B-6</p> |
3. **Chapter 3.12 - Transportation and Circulation**
- | | |
|--|------------|
| <p>a. Page 3.12-4 regarding RABA, RABA operates 10 fixed routes, 8 are on one hour head ways, and Route 9 is a 120-minute route. Route 7 operates on a 30 minute headway for 5 hours of the day and in total 11 vehicles are required.</p> | <p>B-7</p> |
| <p>b. Page 3.12-8, Bicycles under the heading of the City of Redding - suggested language; <i>Redding's current bikeway network, including paved multi-use paths such as the Sacramento River Trail, extends 124.11 miles. The City has adopted the Bikeway Action Plan on June 17, 2010, the plan seeks to expand this system by another 38.70 on-street miles to a total of 162.81 miles. This expansion will improve the connections for cyclists and be a large step toward accomplishing the City's goal of having a complete street network.</i></p> | <p>B-8</p> |

Again, thanks for the opportunity to provide comments regarding these documents. Should you have any questions, please give me a call at 530-245-7156 or email at caukland@ci.redding.ca.us.

Sincerely



Chuck Aukland, P.E.

Assistant Director of Public Works

CA:sm

062310L-RTPA-MEIR COMMENTS.wpd

c: Brian Crane, Public Works Director
 Jim Hamilton, Development Services Director
 Jon Oldham, Environmental Compliance Manager

Response to Letter B: Chuck Aukland, P.E, City of Redding

Response B-1: The commentor indicates that word "should" is used in the mitigation measures that reduce impacts and that the word "should" does not convey commitment or a required action. The commentor suggests that the word "will" or "shall" is often used in CEQA documents and that this language provides for a stronger and more defensible CEQA document. It is the intent of SCRTPA to mitigate impacts, but SCRTPA is not the implementing agency with approval discretion for individual projects, and SCRTPA cannot require the implementing agency to use this EIR and its mitigation for individual projects; however, if an implementing agency does not implement these mitigation measures they will be subject to their own impact analysis and mitigation, and they may not be able to use any umbrella CEQA coverage that this EIR provides.

Response B-2: The commentor indicates that the discussion of Senate Bill 97 on page 3.7-7 references the CEQA regulations that have been adopted.

The Draft EIR included a full analysis of GHGs, as required by SB 97, even though the referenced CEQA regulations had not been formally adopted at the time the Draft EIR was published. While no changes to the GHG analysis in the Draft EIR are required as a result of this comment, the GHG section of the Draft EIR has been amended to identify that the CEQA regulations were adopted in March 2010.

Page 3.7-7 of the Draft EIR is amended as follows:

Senate Bill 97 (SB 97)

Senate Bill 97 was signed by the Governor on August 24, 2007. This bill would provide that in an environmental impact report, negative declaration, mitigated negative declaration, or other document required by CEQA for either transportation projects funded under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, or projects funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006, the failure to analyze adequately the effects of greenhouse gas emissions otherwise required to be reduced pursuant to regulations adopted under the Global Warming Solutions Act of 2006 does not create a cause of action for a violation of CEQA. The bill would provide that this provision shall apply retroactively for any of the above documents that are not final and shall be repealed on January 1, 2010.

The bill would require the Office of Planning and Research (OPR), by July 1, 2009, to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency ~~would be required to certify and adopt~~ adopted those guidelines ~~in March by January 1,~~ 2010. The OPR would be required to periodically update the guidelines to incorporate new information or criteria established by the CARB pursuant to the California Global Warming Solutions Act of 2006.

Response B-3: The commentor references a document produced by the Attorney General's office entitled "Addressing Climate Change at the Project Level" and suggests that the DEIR should make reference to and briefly discuss the document to enhance the greenhouse gas discussion. This document is a program-level analysis so the use of the document is not applicable at this stage; however, it is applicable to the implementing agencies as they design and consider individual RTP projects.

The following mitigation measure is added to Page 3.7-17 of the Draft EIR is amended as follows:

Mitigation Measure 3.7-5: The implementing agencies should incorporate project specific mitigation measures into the design of individual RTP projects as they are designed and considered for approval. These project specific mitigation measures should be consistent with the Attorney General's guidance document entitled "Addressing Climate Change at the Project Level." Such mitigation measure should include, but not be limited to the following categories:

- Energy Efficiency
- Renewable Energy and Energy Storage
- Water Conservation and Efficiency
- Solid Waste Measures
- Land Use Measures
- Transportation and Motor Vehicles

Response B-4: The commentor suggests referencing the March 2010 update to the CEQA Guidelines Appendix G and using the "sample questions/issues" as thresholds in the impact evaluation. The threshold within the DEIR states that a significant impact would occur "if implementation of the 2010 RTP does not assist in meeting the Statewide GHG reduction goals outlined in AB 32." While the text from the March 2010 update to the CEQA Guidelines Appendix G is different in terms of plain text, the intent and spirit of the updated text is adequately addressed within the impact analysis. The use of the updated CEQA Guidelines Appendix G text does not require additional analysis or impact discussion, or change the impact conclusion. The greenhouse gas emissions were quantified and presented on pages 3.7-11, and the conclusion remains significant and unavoidable and cumulatively considerable.

Page 3.7-10 of the Draft EIR is amended as follows:

Thresholds of Significance

As described previously, the State Legislature and the global scientific community have found that global climate change poses significant adverse effects to the environment of California and the entire world. To mitigate these adverse effects the State Legislature enacted AB 32 which requires statewide GHG reductions to 1990 levels by 2020.

AB 32 and S-3-05 target the reduction of statewide emissions. It should be made clear that AB 32 and S-3-05 do not specify that the emissions reductions should be achieved through uniform reduction by geographic location or by emission source characteristics. For example, it is conceivable, although unlikely, that AB 32 goals could be achieved by new regulations that only apply to urban areas or that only apply to the transportation and/or energy sector.

~~For the purposes of this EIR, a GHG impact would be considered significant if implementation of the 2010 RTP does not assist in meeting the Statewide GHG reduction goals outlined in AB 32. Consistent with Appendix G of the CEQA Guidelines, the proposed project will have significant impact on greenhouse gas emissions if it will:~~

~~Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;~~

~~Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.~~

It is important to note, however, that SCRTPA does not have land use planning authority within Shasta County. The land use patterns and development densities within the County and cities are regulated and planned for by Shasta County and the three incorporated cities, as outlined in their respective General Plans. Land use mixes and land use densities play a large role in generating vehicle trips and shaping transportation choices throughout Shasta County.

Response B-5: The commentor suggests a revision to the date reference of the latest Attorney General report.

Page 3.7-12 of the Draft EIR is amended as follows:

The regulatory and technological environment to implement the AB 32 reductions is in flux – no final implementing regulations for AB 32 have been adopted and thresholds of significance are not established. In this environment, SCRTPA has used the best available information to determine whether the proposed RTP is consistent with the State’s achievement of the AB 32 GHG emission reductions. Nevertheless, in light of the uncertainty in the regulatory and technological environment, the RTP incorporates all feasible mitigation measures, as set forth below, to reduce the impacts of the proposed project on global climate change. The RTP has also incorporated numerous policies, action items and funding priorities to develop and improve alternative modes of transportation throughout the County and the incorporated cities in Shasta County. The measures included in the RTP are consistent with the GHG mitigation approaches outlined by the California Attorney General’s Office in the ~~May 24~~December 9, 2008 report titled: *The California Environmental Quality Act, Addressing Global Warming Impacts at the Local Agency Level: Global Warming Measures*. The mitigation measures outlined below, and the policies and action items included in the RTP update are also consistent with the May 29, 2008 Addendum to the 2007 Regional Transportation Guidelines prepared by the California Transportation Commission: *Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process*.

Response B-6: The commentor references Appendix F of the CEQA Guidelines and indicates that the required discussion could be expanded and is an important component of the GHG impact evaluation. This comment is similar to a comment that was made by the California Energy Commission and is addressed in Response A-1, which added information to the EIR. This information includes calculations of the fuel consumption (gasoline and diesel) using EMFAC data, as well as a mitigation measure that is intended to ensure that energy conservation measures are implemented by the implementing agencies as they design and construct the RTP projects.

Response B-7: The commentor suggests a revision to the description of the Redding Area Bus Authority.

Page 3.12-8 of the Draft EIR is amended as follows:

Fixed Route Public Transit

REDDING AREA BUS AUTHORITY

RABA operates ~~12-10~~ fixed routes within the cities of Redding, Shasta Lake and Anderson. ~~Ten~~ Eight of the routes operate on one-hour headways using one vehicle apiece. Route 9 is a ~~90~~120-minute route ~~utilizing two vehicles. Route 12 operates on a 30-minute headway utilizing the same vehicles as Route 9. Route 7 operates on a 30-minute headway for five hours of the day.~~ In total, ~~12-11~~ vehicles are required.

Response B-8: The commentor suggests a revision to the description of the City of Redding's bicycle facilities.

Page 3.12-8 of the Draft EIR is amended as follows:

CITY OF REDDING

~~The City of Redding Sacramento River Trail includes approximately eleven miles of paved trail on both sides of the river. The trail system primarily serves recreational uses. The City of Redding's Blue Gravel Mine Trail and Canyon Creek Trail total 2.5 miles of trails. The City of Redding has designated Class III bike routes on many streets, and has existing and proposed Class II bike lanes on approximately 20 streets. Redding's current bikeway network, including paved multi-use paths such as the Sacramento River Trail, extends 124.11 miles. The City has adopted the Bikeway action Plan on June 17, 2010, the plan seeks to expand this system by another 38.70 on-street miles to a total of 162.81 miles. This expansion will improve the connections for cyclists and be a large step toward accomplishing the City's goal of having a complete street network.~~



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

Dan Little, AICP, Executive Director
Shasta County RTPA
1855 Placer Street
Redding, CA 96001

Subject: U.S. EPA Comments on the Shasta County Regional Transportation Plan and
Environmental Impact Report

Dear Mr. Little:

The U.S. Environmental Protection Agency (EPA) appreciates the opportunity to provide comments on the Shasta County Agency Regional Transportation Plan (RTP) and Draft Environmental Impact Report (DEIR). EPA is committed to the goal of incorporating environmental considerations early in the transportation planning process. Early coordination results in greater opportunities to avoid sensitive resources and minimize impacts associated with future transportation projects.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) directs consultation with resource agencies while developing long-range transportation plans. It also requires such plans to discuss potential environmental mitigation activities and potential locations for these activities to restore and maintain environmental functions that could be affected by the plan. We provide the following comments in support of compliance with these requirements. While we understand some of the provided recommendations below may not be able to be incorporated into this RTP revision, we hope that the concepts and principles identified can be incorporated into the next RTP revision.

C-1

EPA participated in the kick-off meeting for Shasta FORWARD, Shasta County's Blueprint planning process in June 2007. At that time, we encouraged the Shasta County Regional Transportation Planning Agency (SCRTPA) to contact local resource agencies to obtain resource data and other expertise to consider during the planning process. We also provided comments on the Notice of Preparation for the EIR for this RTP, in which we made specific suggestions for the RTP and DEIR to discuss, among other issues, 1) opportunities for using smart growth and transit investment to achieve air quality improvements and GHG reductions, and 2) growth related impacts and induced growth.

C-2

Use the RTP Process to Spur Transportation Efficient Growth That Accomplishes Multiple Objectives

A regional transportation planning process provides an opportunity to focus growth and activity where it most benefits the region. Compact development built in infill locations shortens trip distances; transit-oriented development leads to a greater share of transit use; and mixing of uses accomplishes both and also creates opportunities for active transportation modes. Such development patterns, and the transportation patterns they help create, in turn can create environmental and livability benefits. These concepts and others are included in Caltrans' recently completed *Smart Mobility 2010: A Call to Action for the New Decade*. In particular, EPA would like to call attention to its discussion of performance measures aimed at quantifying the benefits of integrated planning:

Transportation performance measures forecast, evaluate, and monitor the degree to which the transportation system accomplishes adopted public goals and mobility objectives. Smart Mobility Performance Measures demonstrate the relationship between integrated transportation and land use decisions and the consequent effects on the full range of economic, social, and environmental conditions. (p. 50)

EPA recommends incorporation of carefully chosen performance measures to inform and guide planning efforts, as detailed in the document. In particular, we recommend the inclusion of metrics which capture greenhouse gas emissions and air quality benefits and disbenefits.

C-3

The RTP lists as a guiding principle for selection for RTIP funding regional congestion-relief benefit (Ch. 5, p. 12). EPA recommends that induced demand effects from roadway expansion projects be considered in calculating this, as these effects have been shown to significantly reduce congestion-reduction benefits of roadway expansion projects.

EPA, the US Department of Housing and Urban Development (HUD) and the US Department of Transportation (DOT) recently joined in a partnership to support measures to improve livability and sustainability. We encourage you to consider the principles identified through this partnership when working to integrate the regional blueprint concept into regional planning. More information on this partnership, including grant opportunities, can be found at <http://www.epa.gov/smartgrowth/partnership/>. Programs offered by the partnership, including funding opportunities, can be found at http://www.epa.gov/smartgrowth/pdf/2010_0506_leveraging_partnership.pdf (and enclosed).

Discuss Greenhouse Gas Implications and Preparation for a Carbon Constrained Future Transportation Network.

EPA commends SCRTPA for including discussion of both near-term transportation demand management strategies and long run solutions, including land use strategies. While we recognize there may not be an opportunity to include a comprehensive discussion and analysis of these measures in this RTP update, we recommend expanding this discussion as feasible in this RTP with an eye toward the next RTP cycle.

C-4

In the next RTP cycle, SB 375 will require the preparation of a Sustainable Communities Strategy (SCS). In Shasta County, the SCS provides an excellent opportunity to consider land

use and environmental implications of transportation network improvements and integrate smart growth opportunities into the RTP. In its SCS, EPA recommends supplementing its greenhouse gas emissions analysis with discussion (and where possible quantification) of other environmental and livability goals and metrics, and describing how each relates to and/or influences the RTP. We also encourage providing support and resources to local jurisdictions to make their general plans and proposed projects consistent with the RTP. Finally, we commend SCRTPA for its early start in considering land use planning and focus on the upcoming SCS requirement.

C-4 cont.

Discuss Impacts to Critical Habitat Areas and Connect It to a Broader Regional Mitigation Strategy in the RTP.

The DEIR repeatedly states that because the RTP is a planning document and further environmental review will take place at the project implementation stage, mitigation need not receive focused discussion in the present document (for example, on page 3.4-29, the DEIR states, "Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment.") However, policies regarding the development of the roadway network, which impacts and influences land use development, are determined by the regional transportation planning process and can have large implications for biologically sensitive areas. Applicable open space plans, conservation areas, mitigation banks, and conservation plans conservation plans (if any exist) should be consulted and high value resource areas should be identified and avoided at the regional transportation planning phase, rather than waiting until project implementation.

C-5

C-6

EPA recognizes SCRTPA's efforts towards developing a regional GIS platform, and commends the development of this useful tool. We expect its implementation to be a great step towards the inclusion of multiple datasets to inform decision-making, and recommend it be used to help guide future regional transportation planning efforts.

The following are EPA's general recommendations for biological and sensitive habitat mitigation:

- Use resource data to inform transportation decision-making.
- Use watershed, conservation, and recovery plans to identify important environmental considerations for the region, such as critical wildlife corridors, the most important areas to protect for sensitive species, and areas with a high concentration of resources.
- Give conservation plans as much weight as General Plans when planning transportation investments.
- Incorporate concepts such as 100 to 200 foot buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.
- Use parcel maps to identify larger, undivided parcels for ease of acquisition and preservation, and designate areas as potential future mitigation sites.

C-7

- Consider the resource, "Eco-logical: An Ecosystem Approach to Developing Infrastructure Projects" (2006)¹ which encourages Federal, State, Tribal and Local partners involved in infrastructure planning, design, review, and construction to use flexibility in regulatory processes. Specifically, Eco-Logical puts forth the conceptual groundwork for integrating plans across agency boundaries, and endorses ecosystem-based mitigation - an innovative method of mitigating infrastructure impacts that cannot be avoided.

The Regional Mitigation Strategy contained in the RTP should also establish the foundation for innovative regional mitigation solutions:

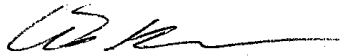
- Identify financial mechanisms to fund mitigation, such as development fees, sales tax, or the use of funds from alternative methods to identify and protect critical resource areas.
- Establish conservation easements that connect to and expand existing conservation areas.
- Describe locally-developed measures such as county/city designation of open-space, measures requiring development set-backs near streams, etc.

C-7 cont.

EPA values the opportunity to be involved in the regional transportation planning process. When the final RTP and EIR are available, please send a copy of each to the address above (mail code CED-2). If you have any questions about our comments, please contact me at 415-947-4121 or ganson.chris@epa.gov.

C-8

Sincerely,



Chris Ganson
Environmental Review Office

Enclosure: Leveraging the Partnership: DOT, HUD, and EPA Programs for Sustainable Communities

cc: Garth Hopkins, Caltrans Headquarters
Sandra Rivera, Caltrans District 2
Aimee Kratovil, Federal Highway Administration
Eric Eidlin, Federal Transit Administration
Roberta Gerson, US Fish and Wildlife Service

¹ Eco-logical is available on-line at: http://www.environment.fhwa.dot.gov/ecological/eco_index.asp. Information on pilots using Eco-logical principals is available on-line at: http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Public/Pages/capacitypilottests_334.aspx.

Response to Letter C: Chris Ganson, United States Environmental Protection Agency

Response C-1: The commentor identifies that the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) directs agencies to: (1) consult with resource agencies while developing long-range transportation plans, and (2) discuss environmental mitigation activities and potential restoration locations for impacts caused by transportation planning efforts. This comment is noted. SCRTPA made a considerable effort throughout the transportation planning and environmental review process to consult with, involve, and inform resource agencies while developing the 2010 Regional Transportation Plan for Shasta County. This effort involved outreach to public agencies and the general public. SCRTPA has maintained a positive working relationship with all interested agencies and individuals and they maintain a distribution list for any individual, agency or private company wishing to be involved on its various planning, programming and project development activities. Lastly, the Initial Study and Draft EIR identify numerous alternatives to be considered, and mitigation measures that will be required of individual projects.

Response C-2: The commentor notes that the EPA participated in the kick-off meeting for Shasta FORWARD, Shasta County's Blueprint planning process, and that they encouraged the SCRTPA to contact local resource agencies during the planning process. The commentor also notes that the EPA provided a comment letter on the NOP, in which they made suggestions concerning the use of smart growth and transit investment to achieve air quality and GHG improvements, as well as growth related impacts. This comment is noted, and the commentor is referred to response C-1 for additional information.

Response C-3: The commentor notes that the regional transportation planning process is an opportunity to focus growth and activity where it most benefits the region. EPA recommends that performance measures that inform and guide planning efforts are incorporated, and that such measures should include metrics that capture greenhouse gas emissions and air quality benefits and disbenefits. The commentor further recommends that induced demand effects from roadway expansion projects be considered in calculating congestion-reduction benefits of roadway expansion. Lastly, the commentor encourages the SCRTPA to consider the principals to improve livability and sustainability when working to integrate the Shasta FORWARD blueprint concept into regional planning.

SCRTPA acknowledges EPA's recommendations and encouragement for accomplishing smart growth within the County, regional reductions in greenhouse gas emissions, and overall improvements to air quality. As stated in the DEIR on page 3.7-15 and 3.7-16, "The most critical step SCRTPA can take to reduce GHGs at this point is to implement the

“ShastaFORWARD>>” blueprint and to develop a sustainable communities strategy (SCS), as required by SB 375. The SCRTPA has taken concrete steps to initiate and advance these regional planning efforts, including securing grant funding, initiating extensive public outreach, land use planning coordination with the incorporated cities and Shasta County, the development of a regional growth model, selection of a preferred growth scenario, and the preparation of a final report. The SCRTPA is committed to the continued development of the sustainable communities strategy, and will continue to work with the Regional Target Advisory Committee (RTAC) to identify regional GHG reduction goals specific to Shasta County and the SCRTPA. The sustainable communities strategy process is scheduled to be completed prior to adoption of the next (2015) RTP."

SCRTPA will continue to consult with the EPA for advice and recommendations throughout the coordinated regional planning efforts that are currently underway in Shasta County, and that will ultimately result in a SCS. Because the SCS that is discussed in the RTP is in the early process of being developed, it is premature to define the strategy in more detail in the RTP or EIR.

Response C-4: The commentor commends the SCRTPA for discussing short-term and long-term transportation management strategies, including land use strategies, but recommends an expanded discussion with "an eye toward the next RTP cycle" as feasible. The commentor acknowledges that the next RTP cycle will require a sustainable communities strategy (SCS), which provides an opportunity to consider land use and environmental implications of transportation improvements, as well as the integration of smart growth principals. The commentor recommends that the SCS supplements the greenhouse gas emission analysis with a discussion of environmental and livability goals and metrics, and how each relates to the RTP. The commentor encourages the SCRTPA to provide support and resources to local jurisdictions to make their general plans consistent with the RTP. Lastly, the commentor commends the SCRTPA for its early start in considering land use planning and focusing on the upcoming SCS.

SCRTPA acknowledges EPA's recommendations and commendations for its efforts to integrate regional transportation planning with regional land use planning. As noted on page 3.7-12 through 3.7-14 of the DEIR, SCRTPA has been pursuing a multi-faceted planning process to help provide for a more informed land use and transportation decision-making process, and provide an improved environmental permitting process for future transportation and land use projects in the region. The SCRTPA started a regional blueprint planning program, called “ShastaFORWARD>>” in 2007. The program has involved an unprecedented public outreach effort to solicit input from as many residents of Shasta County as possible. The purpose of a Blueprint is to explore planning options to create communities or nodes of development that are less dependent on the automobile. Air quality, traffic congestion, fiscal constraints, and quality of life concerns have all

stimulated these efforts. The SCRTPA is exploring pedestrian and transit-oriented designs with mixed-use development.

Many of the issues identified by the public in the ShastaFORWARD>> process coincided with land use/transportation link concepts, such as compact urban form and pedestrian- and transit-oriented design. In terms of raw survey responses, Scenario B (Urban Core & Corridors) was selected by nearly one-half (48.7%) of all survey participants. Scenario C (Distinct Cities & Towns) was nearly as popular, garnering over 40.5% of the vote. Based on a combined analysis of survey responses and open-ended comments, a melding of Scenario B and Scenario C was recommended by the SCRTPA to inform future implementation efforts. Scenario B and Scenario C are discussed on pages 3.7-13 and 3.7-14 of the DEIR. The Final Report was approved by the SCRTPA Board in February 2010. The SCRTPA will present the Final Report to the city councils and Board of Supervisors in Shasta County.

Although an adopted Sustainable Communities Strategy (SCS) is not required until the 2015 RTP update, SCRTPA is considering pursuing SCS development at this time to capitalize on the momentum generated by ShastaFORWARD>> and to allow the region to build and test an SCS under real-world conditions for several years prior to the requirement. Experience gained and lessons learned during this time will be utilized to address potential issues and to allow desired modifications prior to the SCS element's formal inclusion in the 2015 RTP.

Development of an SCS will involve; (1) the development of a Map-based 'Mobility Assessment Tool' (MAT) in order to objectively identify high priority locations for new development, and (2) the development of a community-driven 'Regional Priorities Compact' for uniform local agency consideration. This process will develop a strategy that has the highest degree of transportation system connectivity and the greatest potential for reducing vehicle miles traveled (VMT).

As recommended by the EPA commentor, it is the intent of the SCRTPA to consider land use and environmental implications of transportation improvements, as well as the integration of smart growth. The SCRTPA will supplement the greenhouse gas emission analysis with a discussion of environmental and livability goals and metrics, and how each relates to the RTP.

Mitigation Measure 3.7-3 on page 3.7-17 is amended as follows:

Mitigation Measure 3.7-3: Develop a Sustainable Communities Strategy (SCS) in compliance with SB 375 and building off of the work completed during the ShastaFORWARD>> blueprint planning process. The SCS should consider land use and environmental implications of transportation improvements, as well as the integration of smart growth principals. The SCS should supplement the greenhouse gas emission analysis with a discussion of environmental and livability goals and metrics, and how each relates to the Regional Transportation Plan. During the development of the SCS, explore the feasibility of a transportation pricing policy with the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking

and bicycling modes. Such a policy may include: free or reduced transit fares during high pollution days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and parking fees to park in certain high-traffic areas served by public transit (e.g., downtown Redding). The SCS should also consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).

It should be noted that the preparation of a Regional Climate Action Plan for Shasta County will commence in the coming months, and that Mitigation Measure 3.7-1 requires SCRTPA to coordinate and provide resources and expertise to assist in these efforts. Lastly, the SCRTPA will continue to consult with, and seek the advice and recommendations from federal, state, regional, and local agencies during their regional planning efforts.

Response C-5: The commentor indicates that the DEIR states that mitigation need not receive focused discussion because the RTP is a planning document and further environmental review will take place at the implementation stage. The commentor provides an example on page 3.4-29 of the DEIR, and then states that roadway network policies can have large implications for biologically sensitive areas.

The commentor's understanding that "mitigation need not receive focused discussion because the RTP is a planning document and further environmental review will take place at the implementation stage," is not the intent of the SCRTPA, nor do we believe that the DEIR articulates this understanding.

It should be noted that the commentor's example on page 3.4-29 of the DEIR, does state that "The proposed project is a planning document and thus, no physical changes will occur to the environment from adoption of the proposed project..."; however, the same paragraph on page 3.4-29 of the DEIR continues with the following statement, " There is a reasonable chance that native wildlife or wildlife corridors, including the migratory deer, will be impacted throughout the buildout of linear transportation improvements identified in the proposed project. The individual RTP projects have not been designed or approved. Each project will be designed consistent with the applicable County and City policies to ensure that appropriate design measures are incorporated into the design of each improvement project. Implementation of the following mitigation measure would ensure that any potential for impacts to wildlife or wildlife corridors, including the migratory deer, are reduced to a less than significant level." The DEIR goes on to list three mitigation measures that direct: 1) detailed biological studies for individual RTP projects as they are designed; 2) avoidance of biological resources through design; and 3) minimization of impacts to biological resources through design. It is important to note that the RTP projects are not designed, and are very conceptual at this planning stage. The intent of the mitigation measures are for the SCRTPA to ensure that the implementing agencies consider biological resources as more facts and details are available about each

improvement project identified in the 2010 RTP. It is the intent of the SCRTPA, through these mitigation measures, to ensure that the conceptual RTP projects are designed to protect sensitive biological resources. Furthermore, the DEIR provides a broad discussion of sensitive biological resources within the region including: 1) documented occurrences of 155 special status species; 2) sensitive deer habitat and migration corridors; 3) sensitive fisheries (steelhead and salmon); and 4) sensitive natural communities (including wetlands).

Response C-6: The commentor states that applicable plans should be consulted, and high value resource areas should be identified and avoided at the regional transportation planning phase, rather than waiting until project implementation.

The SCRTPA concurs with the commentor that roadway network policies can have implications on biologically sensitive areas, and that applicable conservation plans should be consulted. As such, the SCRTPA has performed a biological study, regional in scope, to understand the biologically sensitive resources within Shasta County. As noted on page 3.4-30, "There are no Habitat Conservation Plans or Natural Community Conservation Plans in effect in Shasta County..." The biological study did indicate that there are numerous sensitive biological resources within the region including: 1) documented occurrences of 155 special status species; 2) sensitive deer habitat and migration corridors; 3) sensitive fisheries (steelhead and salmon); and 4) sensitive natural communities (including wetlands).

The DEIR acknowledges on page 3.4-30 that "...Each jurisdiction within the region has various policies and ordinances that protect biological resources. As specific RTP projects are designed, they will require a review of the project for consistency with the policies and ordinances for which the project is located. The implementing agency will be required to make findings of consistency prior to the approval of any future transportation projects..." The DEIR also acknowledges the extensive federal and state laws and regulations that protect these sensitive biological resources.

Response C-7: The commentor commends the SCRTPA's efforts toward developing a regional GIS platform and recommends that it be used to help guide future regional transportation planning efforts. The commentor provides a list of general recommendations for biological and sensitive habitat mitigation.

Page 3.4-30 is amended as follows:

Impact 3.4-4: Conflicts with an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, Recovery Plan, or Local Policies or Ordinances Protecting Biological Resources (less than significant)

There are no Habitat Conservation Plans or Natural Community Conservation Plans in effect in Shasta County. Each jurisdiction within the region has various policies and ordinances that protect biological resources. As specific RTP projects are designed, they will require a review of the

project for consistency with the policies and ordinances for which the project is located. The implementing agency will be required to make findings of consistency prior to the approval of any future transportation projects. Implementation of the following mitigation measure would enhance efforts to protect sensitive biological resources, absent an approved HCP/NCCP, by taking an ecosystem approach to regional transportation planning. The proposed project would have a **less than significant** impact on this environmental topic.

Mitigation Measure 3.4-3 is added to Page 3.4-30 as follows:

MITIGATION MEASURES

Mitigation Measure 3.4-3: In the regional transportation efforts, the SCRTPA should consider the following measures to protect biological and sensitive habitat:

- Use resource data to inform transportation decision-making.
- Use watershed, conservation, and recovery plans to identify important environmental considerations for the region, such as critical wildlife corridors, and areas with high concentration of resources.
- Give conservation plans as much weight as General Plans when planning transportation investments.
- Incorporate concepts such as buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.
- Identify larger, undivided parcels for potential future mitigation sites.
- Consider an ecosystem planning approach that integrates plans across agency boundaries (use "Ecological: An Ecosystem Approach to Developing Infrastructure Projects" as a resource).
- Identify financial mechanisms to fund mitigation and use the funds to identify and protect critical habitat.
- Establish conservation easements that connect to and expand existing conservation areas.

Response C-8: The commentor requests that a copy of the final RTP and EIR be provided to the EPA once completed. This comment is noted, a copy of these documents will be provided to the EPA.

The following is hand written edits/comments provided by Rod Dinger, AAE, CAE, Airport Manager, Redding Municipal Airport, Benton Airpark

3.12 TRANSPORTATION AND CIRCULATION 2010

Trinity Transit, the public transit operator for Trinity County, began operating a new "Intercity Service" between Weaverville and Redding in January 2010. This service operates Monday, Wednesday, and Friday from 10:00 AM to 2:00 PM. This service connects Highway 101 and Interstate 5 via Highway 299.

Modoc Transportation Agency operates an intercity route (Sage Stage) between Alturas and Redding two days per week, along the SR 299 east corridor.

Taxicabs

Redding Yellow Cab and ABC Cab Company operate in the Redding area 24 hours a day, seven days a week with five and four cabs, respectively.

School Transportation

By far, the largest source of transportation besides the private auto is the public school bus. The 26 public county school districts and the County Superintendent of Schools Office together operate 159 buses, traveling more than 2.28 million miles a year and transporting an average of 8,965 students a day.

Shasta College operates an interregional type of service between the college and Tehama County (Red Bluff), Trinity County (Weaverville), and Eastern Shasta County (McArthur). The college has a total of nine buses and uses four of these daily on the above runs, transporting 150-170 students daily, and also contracts for a lift-equipped van for disabled students.

AVIATION

Overview of Aviation Facilities

There are three public use airports in Shasta County. Two airports are operated by the City of Redding and one is operated by Shasta County. The Redding Municipal Airport is the only commercial airport in the county.

City of Redding Airports

The City of Redding operates the Redding Municipal Airport and the Benton Airport.

REDDING MUNICIPAL AIRPORT

Redding Municipal Airport is the only airport in the county served by scheduled airlines. It is a regional airport serving Shasta and the seven surrounding counties. It was originally built by the U.S. Army as a military airfield in 1942. It was dedicated to the City of Redding in 1947. Today, it is the largest civilian facility in California, north of Sacramento. The airport has eighty-four tie-down spaces and the City of Redding owns hangars that will accommodate 102 aircraft.

Scheduled air service is provided by two airlines. Horizon Air generally provides two daily flights to/from Los Angeles, one daily flight to/from Seattle and two flights connecting to Arcata. United Express provides four round trips each day to San Francisco.

D-1

2010 3.12 TRANSPORTATION AND CIRCULATION

Charter service is provided by Redding Aero Enterprises and Air Shasta. These fixed-base operators also provide aircraft sales, maintenance service, aircraft fuels, and accessories. Helicopter charter is provided by Redding Air Service and Air Shasta.

The mix of aircraft is as follows: 125 single engine airplanes; 28 multi-engine airplanes; one jet; and six helicopters. The operational statistics is as follows: 6,000 Air Carrier; zero Commuter; 11,000 Air Taxi; 24,000 GA Local; 33,000 GA Itinerant; and 1,000 Military. The total annual operations is 75,100.

The main runway used by commercial aircraft is 7,000 feet long, and includes a high intensity lighting system, precision approach path indicator lights on Runway 34, runway end identification lights, and a visual approach slope indicator on Runway 16. The airport also has a terminal very high frequency omni range radio facility and a precision instrument landing system to Runway 34 with a localizer back course approach on Runway 16.

BENTON AIRPORT

Benton Airport is uniquely situated within the city limits slightly more than one mile from the midtown business area and the center of Redding. Benton is a small, single runway, Visual Flight Rules (VFR) airport for single and small twin-engine general aviation aircraft. It is classified as a General Aviation Facility within the USDOT/FAA National Plan of Integrated Airport Systems. It contains 416 acres for aviation and commercial development, but its growth potential is constrained both by topography and residential encroachment. There are approximately 130 private aircraft based at Benton, in addition to both the California Highway Patrol air operations and the Mercy Medical Center air ambulance operations. Hillside Aviation provides charter air service, sales, fuel, and maintenance.

The mix of aircraft is as follows: 113 Single engine; 12 Multi-engine; and three Helicopters. The operational statistics is as follows: 1,000 Air Taxi; 17,000 GA Local; and 17,000 GA Itinerant. The airport includes 30 Shelters (monthly rentals), 50 T-Hangars (monthly rentals), 64 Tie-downs (58 monthly, 6 daily rentals), and 25 Transient.

County Airport**FALL RIVER MILLS AIRPORT**

Fall River Mills Airport is located at an elevation of 3,323 feet in the extreme northeast corner of the county, 70 miles from Redding, and was originally built in the 1940's as a graveled runway. Hangars, runway lights, tie-downs and security fencing have been added since 1965. This is a designated Remote Access airport. In 2006 and 2007, Shasta County overlaid the runway and taxiway, which were badly deteriorated.

Fall River Mills Airport is currently a General Aviation Facility with a 5,000-foot runway, 13 based aircraft, and serving both piston-powered and turbine-powered general aviation transient aircraft. Services are limited to card-lock Aviation Fuel sales. There are currently no other services and no Fixed Base Operators on-site.

3.12-6

Draft Master Environmental Impact Report – Shasta County 2010 RTP

D-2

D-3

Response to Letter D: Rod Dinger, AAE, CAE, Airport Manager, Redding Municipal Airport, Benton Airpark

Response D-1: The commentor suggests three revisions to the description of the Redding Municipal Airport and the Benton Airpark.

Page 3.12-5 of the Draft EIR is amended as follows:

REDDING MUNICIPAL AIRPORT

Redding Municipal Airport is the only airport in the county served by scheduled airlines. It is a regional airport serving Shasta and the seven surrounding counties. It was originally built by the U.S. Army as a military airfield in 1942. It was dedicated to the City of Redding in 1947. Today, it is the largest civilian facility in California, north of Sacramento. The airport has eighty-four tie-down spaces and the City of Redding owns hangars that will accommodate ~~102-119~~ aircraft.

Page 3.12-6 of the Draft EIR is amended as follows:

The main runway used by commercial aircraft is 7,000 feet long, and includes a high intensity lighting system, precision approach path indicator lights on Runway 34, runway end identification lights, and a visual approach slope indicator on Runway 16. The airport also has a terminal very high frequency omni range radio facility, ~~and~~ a precision instrument landing system and a global positioning system approach to Runway 34 with a localizer back course approach on Runway 16.

BENTON AIRPORT

Benton Airport is uniquely situated within the city limits slightly more than one mile from the midtown business area and the center of Redding. Benton is a small, single runway, Visual Flight Rules (VFR) airport for single and small twin-engine general aviation aircraft. It is classified as a General Aviation Facility within the USDOT/FAA National Plan of Integrated Airport Systems. It contains 416 acres for aviation and commercial development, but its growth potential is constrained both by topography and residential encroachment. There are approximately 130 private aircraft based at Benton, in addition, to ~~both~~ the California Highway Patrol air operations ~~and the Mercy Medical Center air ambulance operations~~. Hillside Aviation provides charter air service, sales, fuel, and maintenance.

**Response to Letter E: John Strahan, Senior Planner, Shasta County
Department of Public Works**

Response E-1: The commentor provided an informal comment that includes eight minor revisions to the DEIR. These revision suggestions are noted and the revised text is provided in this Final EIR in Section 3.0, Errata.

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Revisions made to the Draft EIR are identified below. None of the revisions identify new significant environmental impacts, nor does any of the revisions result in substantive changes to the Draft EIR. Mitigation measures have been added. These mitigation measures provide added benefits, but do not change the impact conclusions that were made in the Draft EIR.

3.1 REVISIONS TO THE DRAFT EIR

EXECUTIVE SUMMARY

Tables ES2 on pages ES-6 through ES-20 have been updated. The revisions reflect the addition of mitigation measures and added language to mitigation measures. Page ES-6 through ES-20 of the Draft EIR is amended as follows:

TABLE ES-2: PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
BIOLOGICAL RESOURCES			
Impact 3.4-4: Conflicts with an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, Recovery Plan, or Local Policies or Ordinances Protecting Biological Resources	LS	<u>Mitigation Measure 3.4-3: In the regional transportation efforts, the SCRTPA should consider the following measures to protect biological and sensitive habitat:</u> <u>Use resource data to inform transportation decision-making.</u> <u>Use watershed, conservation, and recovery plans to identify important environmental considerations for the region, such as critical wildlife corridors, and areas with high concentration of resources.</u> <u>Give conservation plans as much weight as General Plans when planning transportation investments.</u> <u>Incorporate concepts such as buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.</u> <u>Identify larger, undivided parcels for potential future mitigation sites.</u> <u>Consider an ecosystem planning approach that integrates plans across agency boundaries (use "Ecological: An Ecosystem Approach to Developing Infrastructure Projects" as a resource).</u> <u>Identify financial mechanisms to fund mitigation and use the funds to identify and protect critical habitat.</u> <u>Establish conservation easements that connect to and expand existing conservation areas.</u>	--
GREENHOUSE GASES AND CLIMATE CHANGE			
Impact 3.7.1: Cumulative Effects on Climate Change and Global Warming	PS	Mitigation Measure 3.7-1: The SCRTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components: Baseline inventory of GHG emissions from community and	SU

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		municipal sources. • A target reduction goal consistent with AB 32. • Policies and measures to reduce GHG emissions. • Quantification of the effectiveness of the proposed policies and measures. • A monitoring program to track the effectiveness and implementation of the CAP(s). SCRTPA's role in the development of local and regional CAPs should include: • Assistance in seeking and securing funding for the development of local and regional CAPs. • Collaboration with local and regional agencies throughout their respective planning processes. Mitigation Measure 3.7-2: Assist local agencies with the development of an Alternative Fuel Vehicle and Infrastructure Policy. The policy should include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including: • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions at least 10 percent lower than comparable gasoline- or diesel- powered vehicles. • A fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. • A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. Mitigation Measure 3.7-3: Develop a Sustainable Communities Strategy (SCS) in compliance with SB 375 and building off of the work completed during the ShastaFORWARD>> blueprint planning process. <u>The SCS should consider land use and environmental implications of transportation improvements, as well as the integration of smart growth principals. The SCS should supplement the greenhouse gas emission analysis with a discussion of environmental and livability goals and metrics, and how each relates to the Regional Transportation Plan.</u> During the development of the SCS explore the feasibility of a transportation pricing policy with the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. Such a policy may include: free or reduced transit fares during high pollution days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and parking fees to park in certain high-traffic areas served by public transit (e.g., downtown Redding). The SCS should also consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities). <u>Mitigation Measure 3.7-4: Consistent with Appendix F of the CEQA Guidelines, the implementing agencies should:</u> • <u>Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction,</u>	

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURE	RESULTING LEVEL OF SIGNIFICANCE
		<u>operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.</u> <u>Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.</u> <u>Promote efforts to reduce peak energy demand in the design and operation of RTP projects.</u> <u>Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.</u> <u>Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.</u> <u>Mitigation Measure 3.7-5: The implementing agencies should incorporate project specific mitigation measures into the design of individual RTP projects as they are designed and considered for approval. These project specific mitigation measures should be consistent with the Attorney General's guidance document entitled "Addressing Climate Change at the Project Level." Such mitigation measure should include, but not be limited to the following categories:</u> <u>Energy Efficiency</u> <u>Renewable Energy and Energy Storage</u> <u>Water Conservation and Efficiency</u> <u>Solid Waste Measures</u> <u>Land Use Measures</u> <u>Transportation and Motor Vehicles</u>	

SECTION 2.0 PROJECT DESCRIPTION

Tables 2-5 to 2-7 on pages 2.0-17 through 19 have been updated. The revisions reflect slight changes to the cost estimates, and changes in timing. Page 2.0-17 through 2.0-19 of the Draft EIR is amended as follows:

TABLE 2-5: SHASTA COUNTY BRIDGE REPLACEMENT PLAN (20-YEAR FORECAST - YEARS 2009-2016) (IN \$1000s)

BRIDGE	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Swede Creek Road @ Swede Creek	\$ 835	-	-	-	-	-	-
East Fork Road @ Clear Creek	\$1,310						
Buzzard Roost Road @ Cedar Creek	\$1,070	\$1,070					
Swede Creek Road @ Swede Creek		\$ 835	-	-	-	-	-
Swede Creek Road @ Little Cow Creek		\$2,285					
Old Oasis Road @ Churn Creek		\$ 870					
Spring Creek Road @ Fall River			\$2,122				
Cassel Fall River Road @ Pit River			\$6,238				
Smith Bottom Road @ ACID Canal			\$ 750				
Inwood Road @ South Fork Bear Creek				\$710			
Island Road @ Little Tule River	-	-	-	\$530		-	-
Fern Road East @ Glendenning Creek	-	-	-	\$860	-	-	-
Old 44 Drive @ Oak Run Creek	-	-	-	-	\$1,370	-	
White House Road @ ACID Canal				\$420	\$440\$420		
Soda Creek Road @ Soda Creek				\$940	\$970\$940		
Soda Creek Road @ SFk Soda Creek					\$620	\$640\$620	
Island Road @ Little Tule River	-	-	-	-	\$530	-	-
Ponderosa Way @ NFk Bear Creek					\$920	\$830\$860	
Ponderosa Way @ Snow Creek						\$ 730	
Bear Mtn. Road @ Deep Hole Creek						\$ 920	\$ 920\$950
Lower Gas Pt Road @ NFk Cottonwood Creek						\$2,280	\$2,280\$2,350
Old 44 Drive @ Oak Run Creek	-	-	-	-	-	-	\$1,450
La Moine Road @ Slate Creek							\$2,350
Holiday Rd @ Spr. Branch Stillwater Creek	-	-	-	-	-	-	\$ 620
TOTALS (IN THOUSANDS):	\$2,145\$2,380	\$4,225	\$9,110	\$2,070	\$1,980	\$3,930	\$4,420

SOURCE: SHASTA COUNTY RTPA, 2009

TABLE 2-6: SHASTA COUNTY BRIDGE REPLACEMENT PLAN (20-YEAR FORECAST - YEARS 2016-2023) (IN \$1000s)

BRIDGE	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
<u>Holiday Rd @ Spr. Branch Stillwater Creek</u>	<u>\$ 640</u>	-	-	-	-	-	
Platina Road @ Arbuckle Gulch	\$ 950						
Adobe Road @ Anderson Creek	\$2,460						
Oak Run Road @ Oak Run Crk, 6C-188	\$1,170	<u>\$1,210</u>					
Lakeshore Road @ Doney Crk		\$7,830					
Parkville Road @ Ash Creek		\$ 710					
Main Street @ Castle Creek		<u>\$2,000</u>	<u>\$2,000 \$2,060</u>				
Lakeshore Road @ Charley Crk			\$6,480				
Ponderosa Way @ Snow Creek			\$ 830				
Pittville Road @ Pit River			<u>\$3,530</u>	<u>\$3,530 \$3,640</u>			
Riverside Road @ Sacramento River				\$2,120			
<u>Fern Road East @ Glendenning Creek</u>	-	-	-	<u>\$1,050</u>	-	-	-
Ash Creek Road @ Sacramento River overflow				\$2,610			
Gibson Road @ Boulder Creek					\$2,600		
Jackrabbit Flat Rd @ Burney Creek					\$1,130		
Churn Creek Rd @ Churn Creek 6C-86					\$3,780		
Bland Road @ NF Wilson Creek						\$ 680	
Westside Road @ Squaw Creek						\$1,520	
Platina Road @ Huling Creek						\$ 540	
Bland Road @ SF Wilson Creek							\$ 950
Mineral Road @ Bailey Creek							\$ 490
Phillips Road @ Little Cow Crk							\$1,210
TOTALS (IN THOUSANDS):	<u>\$4,580 \$4,050</u>	<u>\$10,540 \$9,750</u>	<u>\$10,840 \$9,370</u>	<u>\$5,780 \$5,370</u>	\$7,510	\$2,740	\$2,650

SOURCE: SHASTA COUNTY RTPA, 2009

TABLE 2-7: SHASTA COUNTY BRIDGE REPLACEMENT PLAN (20-YEAR FORECAST - YEARS 2023-2030) (IN \$1000s)

BRIDGE	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Rock Creek Road @ Bailey Creek	\$910						
Sunny Hill Road @ Ducket Creek	\$720						
Trinity Mountain Road @ French Gulch	\$670						
Ponderosa Way @ SFk Cow Creek		\$1,630					
Dersch Road @ Lack Creek, 6C-131		\$1,770					
Mountain Meadow Road @ Battle Creek		\$ 740					
Clark Creek Road @ Burney Creek			\$ 760				
Statton Road @ Salt Creek			\$1,070				
Churn Creek Rd @ Churn Creek 6C-128			\$6,690				
Gas Point Road @ Antelope Creek				\$1,890			
Tamarack Road @ Burney Creek				\$1,570			
Mears Ridge Road @ Mears Creek				\$2,490			
Nelson Creek Road @ Nelson Creek					\$1,840		
Meyers Road @ Dry Creek					\$1,480		
Soda Creek Road @ Soda Creek, 6C-139					\$1,180		
Platina Road @ NFk Cottonwood Creek						\$1,590	
Gas Point Road @ Dry Creek						\$1,720	
Soda Creek Road @ Sacramento River						\$3,510	
Cline Gulch @ Clear Creek							\$ 3,470
Lower Gas Point Road @ Brad Creek							\$ 730
Big Bend Road @ Roaring Creek	-	-	-	-	-	-	\$730
Deschutes @ overhead Barney and SPRR	-	-	-	-	-	-	\$10,180
TOTALS (IN THOUSANDS):	\$2,300	\$4,140	\$8,520	\$5,950	\$4,500	\$6,820	\$14,380 \$14,960

SOURCE: SHASTA COUNTY RTPA, 2009

Tables 2-10 on pages 2.0-23 has been updated. The revisions reflect an additional project that is needed, but not funded. Page 2.0-23 of the Draft EIR is amended as follows:

TABLE 2-10: SUMMARY OF CAPACITY PROJECTS-CALTRANS

#	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	FUNDABLE PROJECT BAND	PROJECT TYPE / INTENT	EXPECTED FUNDING SOURCES
1	Liberty Street Imp to SR 44 (Dana to Downtown)	\$78,943,000		(2010-2020)	Capacity Increase / (1, 2, 3, 5)	STIP
2	Add Lanes to I-5 - S Bonneyview Road (exit 675) to Central Redding Interchange (exit 678 A,B)	\$29,000,000		(2010-2020)	Capacity Increase / (1, 2, 3, 5)	STIP
3	Add Lanes to I-5 - 4th Street Overcrossing (exit 664) to Deschutes OC in Anderson (exit 667) (AKA Cottonwood Hills Truck Climbing Lanes)	\$25,000,000		(2010-2020)	Capacity Increase / (1, 2, 3, 5)	Prop 1B/STIP
4	\$\$ -Add Lanes to I-5 - Riverside Ave Overcrossing (exit 670) to S Bonneyview Road (exit 675)	\$38,100,000		(2010-2020)	Capacity Increase / (1, 2, 3, 5)	STIP
TOTAL SHORT TERM NEEDS =		\$171,043,000				
5	Add Lanes to I-5 - Central Redding Interchange (exit 678) to N Redding Interchange		\$34,290,000	(2020-2030)	Capacity Increase / (1, 2, 3, 5)	STIP
6	Add Lanes to I-5 - SR 273 (exit 667) in Anderson to Riverside Av Overcrossing (exit 670)		\$69,850,000	(2020-2030)	Capacity Increase / (1, 2, 3, 5)	STIP
7	Add Lanes to I-5 - Shasta County Border to 4th Street Overcrossing		\$22,225,000	(2020-2030)	Capacity Increase / (1, 2, 3, 5)	STIP
8	Add Lanes to I-5 - SR 151 to Mtn Gate Overcrossing		\$22,860,000	(2020-2030)	Capacity Increase / (1, 2, 3, 5)	STIP
9	Highway 44 - Stillwater Project		\$64,000,000	(2020-2030)	Capacity Increase / (1, 2, 3, 5)	STIP
10	Reconfigure I-5/44 Interchange (Central Redding) Exit 678 A,B,C		\$50,000,000	(2020-2030)	Interchange/ (1,2,3,5,7)	SHOPP
<u>11</u>	<u>Buckhorn Grade Improvement</u>		<u>\$240,000,000</u>	<u>(2020-2030)</u>	<u>Capacity Increase / (1, 2, 3, 4, 6, 7)</u>	<u>STIP/SHOPP</u>
TOTAL LONG TERM FUNDABLE NEEDS		\$263 503,225,000				

Tables 2-11 on pages 2.0-24 has been updated. The revisions reflect changes to the expected funding sources and the project title. Page 2.0-24 of the Draft EIR is amended as follows:

TABLE 2-11: SUMMARY OF SAFETY PROJECTS-SHASTA COUNTY

	REGIONAL TRANSPORTATION PROJECTS	SHORT TERM TOTAL EST COST OF PROJECT	LONG TERM TOTAL EST COST OF PROJECT	FUNDABLE PROJECT BAND	PROJECT TYPE/INTENT	EXPECTED FUNDING SOURCES
9	Lake Boulevard at Pine Grove Avenue Roundabout/Signal	\$500,000		(2010-2020)	Intersection (1, 2, 3, 4, 6, 7)	HSIP/Road Fund HFL
24	Placer Road at Swasey Drive, Roundabout/ Signal		\$500,000	Unfundable /Unknown	Safety (2,6,7,8)	Unfunded or Developer

Table 2-24 on pages 2.0-49 has been updated. The revisions reflect changes to the expected funding. Page 2.0-49 of the Draft EIR is amended as follows:

TABLE 2-24: PROJECT FUNDING SUMMARY -SHASTA COUNTY

DESCRIPTION	SHORT (2010-2020)	LONG (2020-2030)	TOTAL
SAFETY PROJECTS			
Funding Needed By Short and Long Range Bands	\$11,455,000	\$13,230,000	\$24,685,000
Recap of Expected/Estimated/Unknown Resources			
Traffic Impact Fee	187,500	\$509,000	\$696,500
Projects currently programmed w/various sources (HRR/HSIP,etc)	7,380,000		\$7,380,000
Expected funding from HSIP	4 4,000,000	\$4,750,000	\$5,750,000
Expected funding from Bicycle Trans Act (BTA)	\$1,839,500	\$1,881,000	\$3,720,500
Local/Other/ Road Match	\$548,000	\$548,000	\$1,096,000
Highways For Life (HFL)	\$500,000	\$500,000	\$1,000,000
Total Funding Reasonably Available	\$11,455,000	\$8,188,000	\$19,643,000
TOTAL UNFUNDED NEEDS		\$(5,042,000)	\$(5,042,000)

Page 3.6-9 of the Draft EIR is amended as follows:

Caltrans Seismic Design Criteria

The California Department of Transportation (Caltrans) has Seismic Design Criteria (SDC), which is an encyclopedia of new and currently practiced seismic design and analysis methodologies for the design of new bridges in California. The SDC adopts a performance-based approach specifying minimum levels of structural system performance, component performance, analysis, and design practices for ordinary standard bridges. The SDC has been developed with input from the Caltrans Offices of Structure Design, Earthquake Engineering and Design Support, and Materials and Foundations. Memo to Designers (MTD) 20-1 outlines the bridge category and classification, seismic performance criteria, seismic design philosophy and approach, seismic demands and capacities on structural components and seismic design practices that collectively make up Caltrans' seismic design methodology.

Page 3.9-3 of the Draft EIR is amended as follows:

100-Year Floodplain

The 100-Year floodplain denotes an area that has a one percent chance of being inundated during any particular 12-month period. It is expected that this area would be flooded during any century ~~The risk of this area being flooded in any century is one percent~~ but statistically the risk is almost 40 percent in any 50-year period.

Page 3.9-11 of the Draft EIR is amended as follows:

Dewatering Water Quality Impacts: Some RTP projects, such as as overpasses, underpasses, grade separations, highway interchanges, bridges over waterways and other rail crossing structures could require excavation below the ground surface or support structures or foundations secured deep into the ground. Projects that excavate or secure foundations deep in the ground may encounter groundwater. Depending on the location, trenching and excavation associated with these projects may reach depths that can expose the water table and create a direct path to the groundwater basin for contaminants to enter the groundwater system. Primary construction-related contaminants that could reach groundwater would include oil and grease, and construction-related hazardous materials and dewatering effluent.

Table 3.10-1 on pages 3.10-4 has been updated. The revisions reflect typographical errors that need correcting. Page 3.10-4 of the Draft EIR is amended as follows:

TABLE 3.10-1: POPULATION ESTIMATES FOR MAJOR JURISDICTIONS AND SUBAREAS IN SHASTA CO.

JURISDICTION OR AREA	2000 US CENSUS	2009 E-1 DEPT OF FINANCE ESTIMATE	PERCENTAGE CHANGE 2000-2009
State of California	33,871,648	38,292,687	13.1%
Shasta County total	163,256	183,023	12.1%
Shasta County unincorporated	5464 361	71,091	30.8 10.5%
Shasta Urbanized Area	105,267	No estimate	N/A
City of Redding	80,865	90,898	12.4%
City of Anderson	9,022	10,765	19.3%
City of Shasta Lake	9,008	10,279	14.1%
Burney	3,217	No estimate	N/A
Cottonwood	2,960	No estimate	N/A
Shingletown	2,222	No estimate	N/A

SOURCE: SHASTA COUNTY RTPA, 2009

Table 5.2-1 on pages 5.0-7 has been updated. The revisions reflect typographical errors that need correcting. Page 5.0-7 of the Draft EIR is amended as follows:

TABLE 5.2-1: UNCONSTRAINED PROJECTS

REGIONAL TRANSPORTATION PROJECTS	LONG TERM PROJECT COST	PROJECT TYPE / INTENT
CALTRANS		
Add Lanes to I-5 - SR 273 (exit 667)in Anderson to Riverside Av Overcrossing (exit 670)	\$69,850,000	Capacity Increase / (1, 2, 3, 5)
Add Lanes to I-5 - Shasta County Border to 4th Street Overcrossing	\$22,225,000	Capacity Increase / (1, 2, 3, 5)
Add Lanes to I-5 - SR 151 to Mtn Gate Overcrossing	\$22,860,000	Capacity Increase / (1, 2, 3, 5)
Highway 44 - Stillwater Project	\$64,000,000	Capacity Increase / (1, 2, 3, 5)
Reconfigure I-5/44 Interchange (Central Redding) Exit 678 A,B,C	\$50,000,000	Interchange/ (1,2,3,5,7)
Buckhorn Grade Improvement Project	\$240,000,000	Capacity Increase / (1, 2, 3, 4, 6, 7)
TOTAL LONG TERM FUNDABLE NEEDS	\$228,468,935,000	
SHASTA COUNTY - CAPACITY		
\$\$ -I-5 Main St Interchange Exit 665 - Connect to Rhonda, add roundabouts	\$9,781,000	Interchange (1, 2, 3, 4, 5, 6)
Rhonda Road Gas Point - I-5 Main New realigned 3 lane road	\$3,920,000	Capacity Increase (1, 2, 3, 4, 5, 6)
New N-S Road - First St to New E-W Construct to 3 lanes	\$4,687,600	Capacity Increase (1, 2, 3, 4, 5, 6)
New E-W Road -New N-S to Rhonda Construct 3 lane road	\$2,357,200	Capacity Increase (1, 2, 3, 4, 5, 6)
Reconfigure Knighton Road Over-Crossing at Interchange Exit 673	\$23,000,000	Interchange (1, 2, 3, 4, 6)
Churn Ck Rd, Hartmeyer to Huntington, Widen, Realign,	\$3,200,000	Capacity Increase (1, 2, 3, 4, 5, 6)
Deschutes Road Widen to 3-Lanes, Old 44 Drive to Boyle Road	\$2,815,000	Capacity/Safety (1, 2, 3, 4, 5, 7)
I-5 Gas Point Interchange Improvements exit 664	\$12,235,000	Interchange (1, 2, 3, 4, 5, 6)
First Street Widen from 2 to 5 lanes, N/S Arterial to Overcrossing	\$562,800	Capacity Increase (1, 2, 3, 4, 5, 6)
New N-S Road - New E-W to Rhonda	\$7,275,000	Capacity Increase (1, 2, 3, 4, 5, 6)
Deschutes Road Widen to 3-Lanes, Palo Cedro to Dersch Road	\$5,000,000	Capacity/Safety (1,3,7,8,9)
Cottonwood - Front, Magnolia, Pine and Chestnut St Roundabouts	\$500,000	Capacity Increase (1, 2, 3, 4, 5, 6)
Dry Creek Road Shoulder Widening, Deschutes Rd to Bear Mtn Rd	\$4,250,000	Capacity Increase (1, 2, 3, 4, 5, 6)
Knighton Road West	\$29,000,000	New Facility (1,2,3,4,6)
Improve SR 299 Old Oregon Trail Interchange - Exit 143	\$2,500,000	Capacity Increase (1, 2, 3, 4, 5, 6)
Intermountain Road, SR 299 to Bear Mtn Road	\$7,090,000	New Facility (1,2,3,4,6)
East Stillwater Way, Shoulder Widen and Extend to Bear Mtn Road	\$5,060,000	New Facility (1,2,3,4,6)
Oasis Road Widen to 4-Lanes, Randolph to Old Oasis	\$950,000	Capacity Increase (1, 2, 3, 4, 5, 6)
Black Ranch Road Extension	\$2,350,000	New Facility (1,2,3,4,6)
TOTAL LONG TERM FUNDABLE NEEDS	\$126,533,600	
SHASTA COUNTY - SAFETY		
Placer Road at Swasey Drive, Roundabout/Signal	\$500,000	Safety (2,6,7,8)
Canyon Road at China Gulch Drive Roundabout/Signal	\$500,000	Intersection (1, 2, 3, 4, 6, 7)
Old Oregon Trail at Old Alturas Roundabout/Signal	\$500,000	Intersection (1, 2, 3, 4, 6, 7)
Deschutes Road at Boyle and Old Deschutes Rd Roundabout/Signal	\$500,000	Intersection (1, 2, 3, 4, 6, 7)
Cottonwood - Fourth Street and Locust Street Roundabout/Signal	\$500,000	Intersection (1, 2, 3, 4, 6, 7)
Quartz Hill and Keswick Dam Roads, Roundabout/Signal	\$500,000	Intersection (1, 2, 3, 4, 6, 7)
Cottonwood - Happy Valley at Gas Point Road Roundabout/Signal	\$500,000	Intersection (1, 2, 3, 4, 6, 7)
Deschutes Rd @ SR 44 Ramps and Old 44 Dr, Roundabouts/Signals	\$2,000,000	Intersection (1, 2, 3, 4, 6, 7)
TOTAL LONG TERM NEEDS	\$3,500,000	

SECTION 3.4 BIOLOGICAL RESOURCES

Page 3.4-30 of the Draft EIR is amended as follows:

Impact 3.4-4: Conflicts with an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, Recovery Plan, or Local Policies or Ordinances Protecting Biological Resources (less than significant)

There are no Habitat Conservation Plans or Natural Community Conservation Plans in effect in Shasta County. Each jurisdiction within the region has various policies and ordinances that protect biological resources. As specific RTP projects are designed, they will require a review of the project for consistency with the policies and ordinances for which the project is located. The implementing agency will be required to make findings of consistency prior to the approval of any future transportation projects. Implementation of following mitigation measure would enhance efforts to protect sensitive biological resources, absent an approved HCP/NCCP, by taking an ecosystem approach to regional transportation planning. The proposed project would have a **less than significant** impact on this environmental topic.

Page 3.4-30 of the Draft EIR is amended to include the following mitigation measure as follows:

MITIGATION MEASURES

Mitigation Measure 3.4-3: In the regional transportation efforts, the SCRTPA should consider the following measures to protect biological and sensitive habitat:

- Use resource data to inform transportation decision-making.
- Use watershed, conservation, and recovery plans to identify important environmental considerations for the region, such as critical wildlife corridors, and areas with high concentration of resources.
- Give conservation plans as much weight as General Plans when planning transportation investments.
- Incorporate concepts such as buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.
- Identify larger, undivided parcels for potential future mitigation sites.
- Consider an ecosystem planning approach that integrates plans across agency boundaries (use "Ecological: An Ecosystem Approach to Developing Infrastructure Projects" as a resource).
- Identify financial mechanisms to fund mitigation and use the funds to identify and protect critical habitat.
- Establish conservation easements that connect to and expand existing conservation areas.

SECTION 3.7 GREENHOUSE GASES AND CLIMATE CHANGE

Page 3.7-7 of the Draft EIR is amended as follows:

Senate Bill 97 (SB 97)

Senate Bill 97 was signed by the Governor on August 24, 2007. This bill would provide that in an environmental impact report, negative declaration, mitigated negative declaration, or other document required by CEQA for either transportation projects funded under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, or projects funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006, the failure to analyze adequately the effects of greenhouse gas emissions otherwise required to be reduced pursuant to regulations adopted under the Global Warming Solutions Act of 2006 does not create a cause of action for a violation of CEQA. The bill would provide that this provision shall apply retroactively for any of the above documents that are not final and shall be repealed on January 1, 2010.

The bill would require the Office of Planning and Research (OPR), by July 1, 2009, to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency ~~would be required to certify and adopt~~adopted those guidelines ~~by January 1, in March~~ 2010. The OPR would be required to periodically update the guidelines to incorporate new information or criteria established by the CARB pursuant to the California Global Warming Solutions Act of 2006.

Page 3.7-10 of the Draft EIR is amended as follows:

Thresholds of Significance

As described previously, the State Legislature and the global scientific community have found that global climate change poses significant adverse effects to the environment of California and the entire world. To mitigate these adverse effects the State Legislature enacted AB 32 which requires statewide GHG reductions to 1990 levels by 2020.

AB 32 and S-3-05 target the reduction of statewide emissions. It should be made clear that AB 32 and S-3-05 do not specify that the emissions reductions should be achieved through uniform reduction by geographic location or by emission source characteristics. For example, it is conceivable, although unlikely, that AB 32 goals could be achieved by new regulations that only apply to urban areas or that only apply to the transportation and/or energy sector.

~~For the purposes of this EIR, a GHG impact would be considered significant if implementation of the 2010 RTP does not assist in meeting the Statewide GHG reduction goals outlined in AB 32. Consistent with Appendix G of the CEQA Guidelines, the proposed project will have significant impact on greenhouse gas emissions if it will:~~

~~Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;~~

~~Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.~~

It is important to note, however, that SCRTPA does not have land use planning authority within Shasta County. The land use patterns and development densities within the County and cities are regulated and planned for by Shasta County and the three incorporated cities, as outlined in their respective General Plans. Land use mixes and land use densities play a large role in generating vehicle trips and shaping transportation choices throughout Shasta County.

Page 3.7-12 of the Draft EIR is amended as follows:

The regulatory and technological environment to implement the AB 32 reductions is in flux – no final implementing regulations for AB 32 have been adopted and thresholds of significance are not established. In this environment, SCRTPA has used the best available information to determine whether the proposed RTP is consistent with the State’s achievement of the AB 32 GHG emission reductions. Nevertheless, in light of the uncertainty in the regulatory and technological environment, the RTP incorporates all feasible mitigation measures, as set forth below, to reduce the impacts of the proposed project on global climate change. The RTP has also incorporated numerous policies, action items and funding priorities to develop and improve alternative modes of transportation throughout the County and the incorporated cities in Shasta County. The measures included in the RTP are consistent with the GHG mitigation approaches outlined by the California Attorney General’s Office in the December 9, ~~May 21~~, 2008 report titled: *The California Environmental Quality Act, Addressing Global Warming Impacts at the Local Agency Level: Global Warming Measures*. The mitigation measures outlined below, and the policies and action items included in the RTP update are also consistent with the May 29, 2008 Addendum to the 2007 Regional Transportation Guidelines prepared by the California Transportation Commission: *Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process*.

Page 3.7-12 of the Draft EIR is amended as follows:

ENERGY CONSUMPTION

Vehicle fuel consumption was projected from a baseline year of 2010 through the RTP buildout year of 2030 using EMFAC 2007 Version 2.3 model. Table 3.7-2 quantifies the projected vehicle fuel consumption in gallons per day using EMFAC data. The total fuel consumption is projected to increase from 398,200 gallons in 2010 to 664,260 gallons in 2030, representing an increase of 66 percent over 20 years. The largest increase is projected in gasoline fuel with a 75 percent increase over 24 years, while diesel consumption is projected to increase by 52 percent during the same time. It should be noted that the fuel consumption estimate is an overestimate, as the fuel efficient benefits of "Pavely (AB 1493)" and "Low Carbon Fuels (Executive Order #S-01-07)" will have an impact on fleet efficiency.

TABLE 3.7-2: VMT, DAILY TRIPS, VEHICLES, FUEL CONSUMPTION AND CO2 (1990 THROUGH 2030)

<u>GHG EMISSION DATA</u>						
<u>Year</u>	<u>1990</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
<u>Fuel Consumption (Gasoline)</u>	<u>212,960</u>	<u>258,810</u>	<u>298,460</u>	<u>346,050</u>	<u>396,730</u>	<u>452,450</u>
<u>Fuel Consumption (Diesel)</u>	<u>85,970</u>	<u>139,390</u>	<u>160,290</u>	<u>182,100</u>	<u>196,840</u>	<u>211,810</u>
<u>Fuel Consumption (Total)</u>	<u>298,930</u>	<u>398,200</u>	<u>458,750</u>	<u>528,150</u>	<u>593,570</u>	<u>664,260</u>
<u>CO2 emissions (tons/day)</u>	<u>2,750</u>	<u>4,000</u>	<u>4,650</u>	<u>5,370</u>	<u>6,030</u>	<u>6,750</u>

SOURCES: DE NOVO PLANNING GROUP, EMFAC 2007 VERSION 2.3 (2010).

Mitigation Measure 3.7-3 on page 3.7-17 is amended as follows:

Mitigation Measure 3.7-3: Develop a Sustainable Communities Strategy (SCS) in compliance with SB 375 and building off of the work completed during the ShastaFORWARD>> blueprint planning process. The SCS should consider land use and environmental implications of transportation improvements, as well as the integration of smart growth principals. The SCS should supplement the greenhouse gas emission analysis with a discussion of environmental and livability goals and metrics, and how each relates to the Regional Transportation Plan. During the development of the SCS, explore the feasibility of a transportation pricing policy with the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. Such a policy may include: free or reduced transit fares during high pollution days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and parking fees to park in certain high-traffic areas served by public transit (e.g., downtown Redding). The SCS should also consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).

Page 3.7-17 of the Draft EIR is amended to include the following mitigation measure as follows:

Mitigation Measure 3.7-4: Consistent with Appendix F of the CEQA Guidelines, the implementing agencies should:

- Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.*
- Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.*
- Promote efforts to reduce peak energy demand in the design and operation of RTP projects.*
- Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.*
- Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.*

Page 3.7-17 of the Draft EIR is amended to include the following mitigation measure as follows:

Mitigation Measure 3.7-5: The implementing agencies should incorporate project specific mitigation measures into the design of individual RTP projects as they are designed and considered for approval. These project specific mitigation measures should be consistent with the Attorney General's guidance document entitled "Addressing Climate Change at the Project Level." Such mitigation measure should include, but not be limited to the following categories:

- Energy Efficiency*
- Renewable Energy and Energy Storage*
- Water Conservation and Efficiency*
- Solid Waste Measures*
- Land Use Measures*
- Transportation and Motor Vehicles*

SECTION 3.12 TRANSPORTATION AND CIRCULATION

Page 3.12-5 of the Draft EIR is amended as follows:

REDDING MUNICIPAL AIRPORT

Redding Municipal Airport is the only airport in the county served by scheduled airlines. It is a regional airport serving Shasta and the seven surrounding counties. It was originally built by the U.S. Army as a military airfield in 1942. It was dedicated to the City of Redding in 1947. Today, it is the largest civilian facility in California, north of Sacramento. The airport has eighty-four tie-down spaces and the City of Redding owns hangars that will accommodate ~~102-119~~ aircraft.

Page 3.12-6 of the Draft EIR is amended as follows:

The main runway used by commercial aircraft is 7,000 feet long, and includes a high intensity lighting system, precision approach path indicator lights on Runway 34, runway end identification lights, and a visual approach slope indicator on Runway 16. The airport also has a terminal very high frequency omni range radio facility, ~~and a precision instrument landing system~~ and a global positioning system approach to Runway 34 with a localizer back course approach on Runway 16.

BENTON AIRPORT

Benton Airport is uniquely situated within the city limits slightly more than one mile from the midtown business area and the center of Redding. Benton is a small, single runway, Visual Flight Rules (VFR) airport for single and small twin-engine general aviation aircraft. It is classified as a General Aviation Facility within the USDOT/FAA National Plan of Integrated Airport Systems. It contains 416 acres for aviation and commercial development, but its growth potential is constrained both by topography and residential encroachment. There are approximately 130 private aircraft based at Benton, in addition, to ~~both the California Highway Patrol air operations and the Mercy Medical Center air ambulance operations.~~ Hillside Aviation provides charter air service, sales, fuel, and maintenance.

Page 3.12-8 of the Draft EIR is amended as follows:

Fixed Route Public Transit

REDDING AREA BUS AUTHORITY

RABA operates ~~12-10~~ fixed routes within the cities of Redding, Shasta Lake and Anderson. ~~Ten~~ Eight of the routes operate on one-hour headways using one vehicle apiece. Route 9 is a ~~90~~120-minute route utilizing two vehicles. Route 7 operates on a 30-minute headway for five hours of the day. Route 12 operates on a 30-minute headway utilizing the same vehicles as Route 9. In total, ~~12~~ 11 vehicles are required.

Page 3.12-8 of the Draft EIR is amended as follows:

CITY OF REDDING

~~The City of Redding Sacramento River Trail includes approximately eleven miles of paved trail on both sides of the river. The trail system primarily serves recreational uses. The City of Redding's Blue Gravel Mine Trail and Canyon Creek Trail total 2.5 miles of trails. The City of Redding has designated Class III bike routes on many streets, and has existing and proposed Class II bike lanes on approximately 20 streets. Redding's current bikeway network, including paved multi-use paths such as the Sacramento River Trail, extends 124.11 miles. The City has adopted the Bikeway action Plan on June 17, 2010, the plan seeks to expand this system by another 38.70 on-street miles to a total of 162.81 miles. This expansion will improve the connections for cyclists and be a large step toward accomplishing the City's goal of having a complete street network.~~

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This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the 2010 RTP. This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR.. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this FMMRP.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR. Agencies considering approval of subsequent activities under the 2010 RTP project would utilize this EIR as the basis in determining potential environmental effects and the appropriate level of environmental review of a subsequent activity.

The agencies responsible for implementing the mitigation measures (implementing agency) will be the lead agency for the individual RTP project. The implementing agency for individual projects will vary by individual project, but will involve one of the following: Caltrans District 2, Shasta County, the cities of Anderson, Redding, and Shasta Lake, and the Native American Tribal Governments. The implementing agency will be responsible to monitor mitigation measures that are required to be implemented during the operation of the project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR and Initial Study, in the same order that they appear in the Draft EIR and Initial Study.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring took place.

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TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AESTHETICS				
Impact 3.1-1: Substantial Adverse Effects on Scenic Vistas and Resources or Substantial Degradation of Visual Character	<i>Mitigation Measure 3.1.1 Prior to the design approval of RTP projects, the implementing agency should assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and should also assess whether the project would significantly obstruct views of scenic resources, such as views of Mount Shasta, Mount Lassen, the Sierra Nevada and/or Cascade Ranges, or scenic water features.</i> <i>If it is determined that the RTP project would remove significant visual resources, the implementing agency should consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</i> <i>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency should consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.</i>	Implementing Agency	Prior to Design Approval	
Impact 3.1-2: Light and Glare Impacts	<i>Mitigation Measure 3.1.2 The RTP projects should be designed to avoid spillover lighting to sensitive uses and should be designed to avoid sources of glare. Design measures should include the following:</i> <i>Exterior lighting features should be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design should include landscaping to block light from sensitive land uses, such as residences.</i>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AGRICULTURAL RESOURCES				
Impact 3.2-1: Conversion of Farmlands, including Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, to Non-Agricultural Uses	<i>Mitigation Measure 3.2.1: Prior to the design approval of RTP projects, the implementing agency should assess the project area for agricultural constraints. For federally funded projects, the implementing agency should complete a form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 should be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency should assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance), and if present, perform a Land Assessment and Site Evaluation (LESA).</i> <i>If significant agricultural are identified within the limits of the project, the implementing agency should consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency should compensate for unavoidable conversion impacts in accordance with the Farmland Protection Policy Act and local and regional standards.</i>	Implementing Agency	Prior to Design Approval	
AIR QUALITY				
Impact 3.3-5: Potential to release naturally occurring asbestos from earth movement or structural asbestos from demolition/ renovation of existing structures	<i>Mitigation Measure 3.3-1: Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including naturally occurring asbestos, and asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including 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. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities.</i>	Implementing Agency	Prior to Construction	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
BIOLOGICAL RESOURCES				
Impact 3.4-1: Direct or Indirect Effects on Candidate, Sensitive, or Special-Status Species including their Habitat or Movement Corridors	<i>Mitigation Measure 3.4-1: Prior to final design approval of RTP projects, the implementing agency should have a qualified biologist conduct a field reconnaissance of the limits of the project area in an effort to identify any biological constraints for the project, including special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project area, the implementing agency should first, consider alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the implementing agency should coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFG, ACOE) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.</i>	Implementing Agency	Prior to Design Approval	
Impact 3.4-3: Interference with the Movement of 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	<i>Mitigation Measure 3.4-2: Prior to design approval of RTP projects, the implementing agency should incorporate economically viable design measures, as applicable and necessary, to allow wildlife to move through the transportation corridor. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the transportation corridor. If the project cannot be designed with these design measures (i.e. due to traffic safety, etc.) the implementing agency should coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFG) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities.</i>	Implementing Agency	Prior to Design Approval	
Impact 3.4-4: Conflicts with an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, Recovery Plan, or Local Policies or Ordinances Protecting Biological	<i>Mitigation Measure 3.4-3: In the regional transportation efforts, the SCRTPA should consider the following measures to protect biological and sensitive habitat:</i> <i>Use resource data to inform transportation decision-making.</i> <i>Use watershed, conservation, and recovery plans to identify important environmental considerations for the region, such as critical wildlife corridors, and areas with high concentration of resources.</i> <i>Give conservation plans as much weight as General Plans when planning</i>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Resources	<i>transportation investments.</i> <i>Incorporate concepts such as buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.</i> <i>Identify larger, undivided parcels for potential future mitigation sites.</i> <i>Consider an ecosystem planning approach that integrates plans across agency boundaries (use "Ecological: An Ecosystem Approach to Developing Infrastructure Projects" as a resource).</i> <i>Identify financial mechanisms to fund mitigation and use the funds to identify and protect critical habitat.</i> <i>Establish conservation easements that connect to and expand existing conservation areas.</i>			
CULTURAL RESOURCES				
Impact 3.5-1: 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	<i>Mitigation Measure 3.5-1: Prior to the implementation of RTP projects, the implementing agency should take steps to avoid and/or to reduce impacts to cultural resources and human remains. Measures should include:</i> <i>The implementing agency should retain a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology to prepare a project specific cultural resources study (i.e., archaeological and historical investigations). The study should identify cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in the project area that cannot be avoided.</i> <i>The implementing agency should contact the Native American Heritage Commission (NAHC) for a check of the Sacred Lands files prior to the initiation of an RTP project and should contact all of the groups identified by the NAHC for consultation. Should Sacred Lands be present, coordination with the Native</i>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>American community is required and the project should be designed to avoid the Sacred Lands or reduce impacts to the extent feasible.</i> • <i>If cultural resources or Native American resources are identified, every effort should be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, should be undertaken consistent with applicable state and federal regulations.</i> • <i>Implementing agencies and the contractors performing the improvements should adhere to the following requirements:</i> ○ <i>If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work should be halted in the area reasonably suspected to overlie the discovery. The implementing agency should retain a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology to determine the significance of the discovery.</i> ○ <i>If human remains are discovered, all work should be halted in the area reasonably suspected to overlie the discovery. The implementing agency must notify the County Coroner, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) will be followed.</i> ○ <i>Prior to starting construction activities, all construction personnel should attend a preconstruction meeting that discusses human remains and cultural resources and protection requirements for human remains and cultural resources.</i>			
<i>GEOLOGY AND SOILS</i>				
Impact 3.6-1: The	Mitigation Measure 3.6-1: Implement Caltrans Seismic Design Criteria, and County	Implementing	Prior to	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<i>proposed project may expose people or structures to potential substantial adverse effects involving strong seismic ground shaking or seismic related ground failure</i>	<i>and City General Plan standards, as appropriate, in project design to minimize the potential for fault rupture hazards on individual improvements.</i>	Agency	Design Approval	
Impact 3.6-2: Implementation of the RTP may result in substantial soil erosion or the loss of topsoil	<i>Mitigation Measure 3.6-2: Prior to approval of RTP projects, the implementing agency should ensure projects will adequately address grading, erosion, sediment, and pollution control requirements of the Regional Water Quality Control Board (RWQCB). If one acre or more of land will be disturbed, the implementing agency should submit a Notice of Intent (N.O.I.) with appropriate fees and a Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB.</i> <i>Mitigation Measure 3.6-3: During construction, the implementing agency should ensure that control measures and practices are implemented, properly installed, and maintained during the construction of a project. The implementing agency should inspect the project area to verify that SWPPPs are being implemented. The implementing agency should develop and implement record keeping and data management procedures for evaluation of SWPPP compliance and reporting.</i>	Implementing Agency	Prior to Design Approval	
Impact 3.6-3: 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	<i>Mitigation Measure 3.6-4: Prior to approval of RTP projects, the implementing agency should assess the geologic risk associated with the project and if necessary retain a licensed geotechnical engineer to evaluate geologic conditions, including: liquefaction, lateral spreading, landslide, and expansion potential. For areas found to contain these conditions, the soil should be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Final soil engineering techniques should be developed by a licensed geotechnical engineer or engineering geologist.</i>	Implementing Agency	Prior to Design Approval	
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact 3.7.1: Cumulative	<i>Mitigation Measure 3.7-1: The SCRTPA should coordinate with local and</i>	SCRTPA	Ongoing	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Effects on Climate Change and Global Warming	<i>regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:</i> <i>• Baseline inventory of GHG emissions from community and municipal sources.</i> <i>• A target reduction goal consistent with AB 32.</i> <i>• Policies and measures to reduce GHG emissions.</i> <i>• Quantification of the effectiveness of the proposed policies and measures.</i> <i>• A monitoring program to track the effectiveness and implementation of the CAP(s).</i> <i>SCRTPA's role in the development of local and regional CAPs should include:</i> <i>• Assistance in seeking and securing funding for the development of local and regional CAPs.</i> <i>• Collaboration with local and regional agencies throughout their respective planning processes.</i> <i>Mitigation Measure 3.7-2: Assist local agencies with the development of an Alternative Fuel Vehicle and Infrastructure Policy. The policy should include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</i> <i>• A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions at least 10 percent lower than comparable gasoline- or diesel- powered vehicles.</i> <i>• A fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets.</i> <i>• A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure.</i> <i>Mitigation Measure 3.7-3: Develop a Sustainable Communities Strategy (SCS) in compliance with SB 375 and building off of the work completed during the</i>			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>ShastaFORWARD>> blueprint planning process. The SCS should consider land use and environmental implications of transportation improvements, as well as the integration of smart growth. The SCS should supplement the greenhouse gas emission analysis with a discussion of environmental and livability goals and metrics, and how each relates to the Regional Transportation Plan. During the development of the SCS explore the feasibility of a transportation pricing policy with the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. Such a policy may include: free or reduced transit fares during high pollution days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and parking fees to park in certain high-traffic areas served by public transit (e.g., downtown Redding). The SCS should also consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</i> <i>Mitigation Measure 3.7-4: Consistent with Appendix F of the CEQA Guidelines, the implementing agencies should:</i> <i>Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.</i> <i>Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.</i> <i>Promote efforts to reduce peak energy demand in the design and operation of RTP projects.</i> <i>Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.</i> <i>Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.</i> <i>Mitigation Measure 3.7-5: The implementing agencies should incorporate project</i>			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>specific mitigation measures into the design of individual RTP projects as they are designed and considered for approval. These project specific mitigation measures should be consistent with the Attorney General's guidance document entitled "Addressing Climate Change at the Project Level." Such mitigation measure should include, but not be limited to the following categories:</i> • <i>Energy Efficiency</i> • <i>Renewable Energy and Energy Storage</i> • <i>Water Conservation and Efficiency</i> • <i>Solid Waste Measures</i> • <i>Land Use Measures</i> • <i>Transportation and Motor Vehicles</i>			
HAZARDS AND HUMAN HEALTH				
Impact 3.8-4: Impact from being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5	<i>Mitigation Measure 3.8-1: Prior to approval of RTP projects, the implementing agency should perform a Phase 1 Environmental Site Assessment that includes a review all known databases of contaminated sites. If it is determined that a project is located on or near a contaminated site a Phase II Environmental Site Assessment should be performed to sample the soils/groundwater and further investigate the extent of the contamination. Based on the results of the Phase I Environmental Site Assessment I, the implementing agency should devise a remediation plan or avoid disturbance of contaminated areas, in compliance with appropriate regulatory agency requirements. All work should be conducted under a work plan approved by the regulatory oversight agency and should be conducted by a registered environmental assessor (pursuant to 22 CCR 69200).</i>	Implementing Agency	Prior to Design Approval	
HYDROLOGY AND WATER QUALITY				
Impact 3.9-1: Violate any water quality standards or waste discharge	<i>Mitigation Measure 3.9-1: Before discharging any dewatered effluent to surface water, the implementing agency should obtain an Dewatering Permit, NPDES permit and Waste Discharge permit from the RWQCB. Design and implement measures as</i>	Implementing Agency	Prior to Construction	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
requirements	<i>necessary so that discharge limits identified in relevant permits are met.</i>			
Impact 3.9-3: Alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff.	<i>Mitigation Measure 3.9-2: Prior to construction, the lead agency should implement source and treatment control measures contained in their applicable Stormwater Management Plans. General site design control measures incorporated into the project design can include conserving natural areas, protecting slopes and channels, and minimizing impervious areas. Treatment control measures may include use of vegetated swales and buffers, detention basins, wet ponds, or constructed wetlands, infiltration basins, and other measures. Selection and implementation of these measures should occur on a project-by-project basis depending on project size and stormwater treatment needs.</i>	Implementing Agency	Prior to Construction	
LAND USE AND PLANNING				
Impact 3.10-4: Induce Substantial Population Growth in an Area	<i>Mitigation Measure 3.10-1: The SCRTPA should coordinate planning efforts with local and regional agencies to ensure that transportation and land use plans complement each other. The SCRTPA should 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.</i>	SCRTPA	Ongoing	
NOISE				
Impact 3.11-1: Grading and Construction Activities Would Intermittently and Temporarily Generate Noise Levels Above Ambient Background Levels.	<i>Mitigation Measure 3.11-1: The RTP projects should be designed and implemented to reduce adverse construction noise and vibration impacts to sensitive receptors, as feasible. Measures to reduce noise and vibration effects should be consistent with the FHWA standards for federally funded projects (i.e. federal soundwall standards), or consistent with local standards for locally sponsored projects. Measures may include, but are not limited to:</i> <i>Construction of temporary sound barriers to shield noise-sensitive land uses.</i> <i>Location of noise-generating stationary equipment (e.g., power generators, compressors, etc.) at the furthest practical distance from nearby noise-sensitive</i>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>land uses.</i> • <i>Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.</i> • <i>Use of equipment noise-reduction devices (e.g., mufflers, intake silencers, and engine shrouds) in accordance with manufacturers' recommendations.</i> • <i>Substituting noise/vibration-generating equipment with equipment or procedures that would generate lower levels of noise/vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.</i> • <i>Limit noise-generating construction activities, excluding those that would result in a safety concern to workers or the public, to the least noise-sensitive daytime hours or within the timeframe specified by the local General Plan.</i> • <i>Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding noise.</i>			

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SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY

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DE NOVO PLANNING GROUP

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Beth Thompson Principal Planner

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Mike HigginsSenior Transportation Planner

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