



Notice of Preparation for a Supplemental Environmental Impact Report

2018 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region

Notice is hereby given that the Shasta Regional Transportation Agency (SRTA) will be the lead agency for the preparation of a Supplemental Environmental Impact Report (SEIR) for the 2018 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region. Pursuant to section 15082 of the California Environmental Quality Act (CEQA), SRTA is soliciting views from your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities relating to the proposed project. SRTA will also accept written comments concerning the scope and content of the EIR from interested persons of the public and organizations concerned with the project. The Final EIR for the 2015 RTP was certified in June 2015. The Final EIR can be found here at the following link <http://www.srta.ca.gov/142/Regional-Transportation-Plan> under the heading: Final 2015 Program Environmental Impact Report Documents for the 2015 RTP/SCS.

The SEIR for the 2018 RTP/SCS will be a supplement to the 2015 RTP Program EIR (State Clearinghouse # 2014022018). This is the appropriate level of environmental documentation for the 2018 RTP/SCS because changes to existing conditions (including regulatory updates), the transportation project list, and land use scenario evaluated in the 2018 RTP/SCS are expected to be minor relative to the 2015 RTP and would not substantially increase the severity of impacts previously identified. As stated in the State CEQA Guidelines, Section 15163(b), the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project, as revised. In addition, a more detailed or project-level environmental review (if required) of the projects included in the RTP/SCS will be conducted by the responsible agencies, including Caltrans, Shasta County, and the cities within the County, before each project is approved for construction and implementation.

The project description, location, environmental review requirements, and probable environmental issues to be addressed in the SEIR are attached. An Initial Study has been prepared for the SEIR and is available for review online at <http://www.srta.ca.gov/300/2018-RTP>.

The 2018 RTP/SCS will address all transportation modes including motor vehicles, transit (commuter and local), rail, goods movement (rail freight and trucking), bicycle and pedestrian facilities, aviation systems, intelligent transportation systems (ITS), and transportation systems management (TSM) programs and projects within the horizon year of 2040. Specifically, the RTP component is intended to meet the region's transportation goals regarding current and future mobility needs through the identification of policies, actions, and a list of projects which will address these needs. The RTP will guide the development of the Regional and Federal Transportation

Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout Shasta County.

The 2018 RTP will include a Sustainable Communities Strategy (SCS) element, as required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates reductions in regional greenhouse gas (GHG) emissions from cars and light trucks in accordance with reduction targets established by the California Air Resources Board (CARB) for each of the State's metropolitan planning organizations (MPOs). As the MPO for Shasta County, SRTA will prepare an SCS that demonstrates how GHG reduction targets will be met through integrated land use, housing, and transportation planning. SRTA will develop several possible growth scenarios to evaluate the effects of various land use and transportation choices and recommend a scenario that meets SB 375 targets.

SRTA will host an EIR Scoping Meeting for the 2018 RTP/SCS. The purpose of the Scoping meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft SEIR for the 2018 RTP/SCS.

The date, time and location of the meeting are as follows:

Wednesday, February 28, 2018 at 3:30 PM
Shasta Regional Transportation Agency
The Salmon Room
1255 East Street, Suite 202
Redding, CA 96001

Future public workshops will be held to discuss development of the draft 2018 Regional Transportation Plan and Sustainable Communities Strategy.

Because of the time-sensitive nature of the regional transportation planning process, we request your response at the earliest possible date. Please mail comments to Sean Tiedgen at **SRTA, 1255 East Street, Suite 202, Redding, CA 96001** or e-mail comments to stiedgen@srta.ca.gov no later than **5:00 PM on Friday, March 9, 2018**. Please identify the name, phone number, and email address of a contact person at your agency. Comments from the public must also include name, phone number, and email or postal address.

For more information, visit <http://www.srta.ca.gov/> or call 530-262-6190.

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

Supplemental EIR for the 2018 Regional Transportation Plan and Sustainable Communities Strategy for the Shasta Region

Proposed Action

An update to the 2015 Regional Transportation Plan for Shasta County

Project Location

The geographical extent of the proposed 2018 RTP/SCS includes the area within the limits of Shasta County, California, including the incorporated cities of Anderson, Redding and Shasta Lake, and all unincorporated areas under the jurisdiction of the County of Shasta. Capital improvement projects identified in the 2018 RTP/SCS may

be located on Interstate 5 (I-5), State highways, county roads and local streets, as well as on airport property, transit district property, federal lands, State lands, and tribal lands.

Project Description

The proposed 'project' is the 2018 RTP/SCS for the Shasta Region, which updates SRTA's previous 2015 RTP, adopted in June 2015. SRTA is in the process of revising the RTP/SCS as required by California Government Code Section 65080 et seq., and federal guidelines pursuant to the federal transportation bills: Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act). The 2018 RTP/SCS consists of a compendium of projects, policies, and programs that aim to meet the transportation needs of the region while reducing congestion and improving air quality. SRTA is required by federal law to develop an RTP that determines the needs of the transportation system and prioritizes proposed transportation projects. The RTP is also necessary to obtain and allocate federal funding for regional transportation projects. The SCS component seeks to coordinate local land use and transportation systems within the region to reduce emissions from cars and light trucks.

The 2018 RTP/SCS reflects changes in legislative requirements, local land use policies, and resource constraints since the most recent RTP was adopted on June 30, 2015. The 2018 update to the RTP/ SCS is focused on implementation of the 2015 RTP, with minor updates to ensure consistency with federal, state and local planning requirements. The most notable changes that impact this RTP update include:

- California's adoption of safety-related performance measures and targets in July and August 2017 as required under the MAP-21 and FAST Act transportation bills. This also requires MPO targets to be adopted within 180 days after State targets and they must be incorporated into the RTP, RTIP and FTIP;
- Draft guidelines from the Governor's Office of Planning and Research for SB 743 (Steinberg, 2013), which is nearing adoption;
- New funding for transportation projects through California's recently approved Road Repair and Accountability Act of 2017 (SB 1) for the next ten years;
- Minor updates to transportation projects and land use development (specifically focused on growth that has taken place since the last RTP); and
- Addition of components to the RTP to address freight and alternative fuel vehicles, including electric vehicles and autonomous vehicles.

The 2018 RTP/SCS shows how SRTA will meet the transportation needs of the region for the period from 2018 to 2040, considering existing and projected future land use patterns as well as forecasted population and job growth. The 2018 RTP/SCS plans for and programs revenues expected to be available to SRTA from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of anticipated funding for transportation projects that involve all transportation modes: highways; streets and roads; transit; rail; active transportation (bicycle and pedestrian); aviation; as well as transportation demand management (TDM) and transportation system management (TSM). The 2018 RTP/SCS project list will update the 2015 RTP project list by removing projects that have been completed since 2015, modifying some projects that continue to be on the list based on new information, and adding approximately 35 net new minor projects to the list. None of the modified or new projects on the 2018 RTP/SCS list would be substantially different in terms of geographical location, type of project, or size of project from those on the 2015 RTP list. In addition, the land use scenario envisioned by the 2018 RTP/SCS is similar to that contained in the 2015 RTP. Therefore, it is anticipated that the 2018 RTP/SCS would result in similar impacts to those projects contained in the 2015 RTP.

RTP/ SCS Framework

The 2018 RTP/SCS will include the following key elements:

- A description of the region's current and future challenges in accommodating growth and meeting mobility needs.
- A fiscally-constrained transportation network that consists of US and State Highways, local roadways, bicycle and pedestrian facilities, public transit, airports and passenger and freight rail.
- An integrated transportation and land use strategy for accommodating the region's future employment and housing needs that protects sensitive habitat and resource areas.
- Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) measures that improve system efficiency by influencing individual travel behavior.
- A financial plan that lays out the funding sources and mechanisms required to implement the strategies of the RTP/SCS. The financial plan will also consider additional innovative financing strategies that if implemented can carry out additional needed projects and programs.
- A transportation system performance evaluation that lays out the ability of the proposed strategies to address challenges.
- Additional strategies and "Planned Projects" that have little or no money programmed for funding. Funding sources have, however, been identified and the projects could be implemented within the timeframe of the RTP/SCS if they receive funding.

Sustainable Communities Strategy

The 2018 RTP will include a SCS component pursuant to the requirements of SB 375. Under SB 375, MPOs such as SRTA are required to develop an SCS as part of the RTP, showing how the region intends to reduce, to the extent feasible, GHG emissions from cars and light trucks to meet a specified target for 2020 and 2035. For the 2015 RTP, the CARB issued SRTA a regional GHG target of no increase in per capita GHG emissions for the planning years 2020 and 2035, as compared to baseline per capita emissions levels in 2005. The regional GHG reduction targets for the 2018 RTP/SCS will remain the same as the 2015 RTP due to no new targets being adopted by CARB at this time. SRTA recognizes that CARB is working on an update to the targets, has proposed new targets for years 2020 and 2035 and is anticipating presenting targets for adoption in March or April 2018. It is SRTA's understanding that the new targets, when adopted, may be in effect for SRTA's third RTP/SCS, which will be due in 2022.

If SB 375 GHG reduction targets cannot be feasibly met, an Alternative Planning Strategy (APS) will be prepared by SRTA to show how the targets could be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies without the limitations of fiscal or other constraints. SRTA's intent is to achieve these targets with the 2018 RTP/SCS. The GHG reductions are to be derived from fewer and/or shorter per capita automobile and light truck trips resulting from integrated transportation, land use, housing and environmental planning.

Furthermore, SB 375 requires that the SCS shall identify general land uses, residential densities, and building intensities, as well as areas to house future residents (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements).

Issues to Be Addressed in the EIR

Based on the findings of the Initial Study (provided at <http://www.srta.ca.gov/300/2018-RTP>), the categories listed below have been identified for further analysis in the 2018 RTP/SCS SEIR.

- Air Quality
- Greenhouse Gas Emissions
- Hazards – Wildland Fires
- Transportation and Circulation
- Tribal Cultural Resources

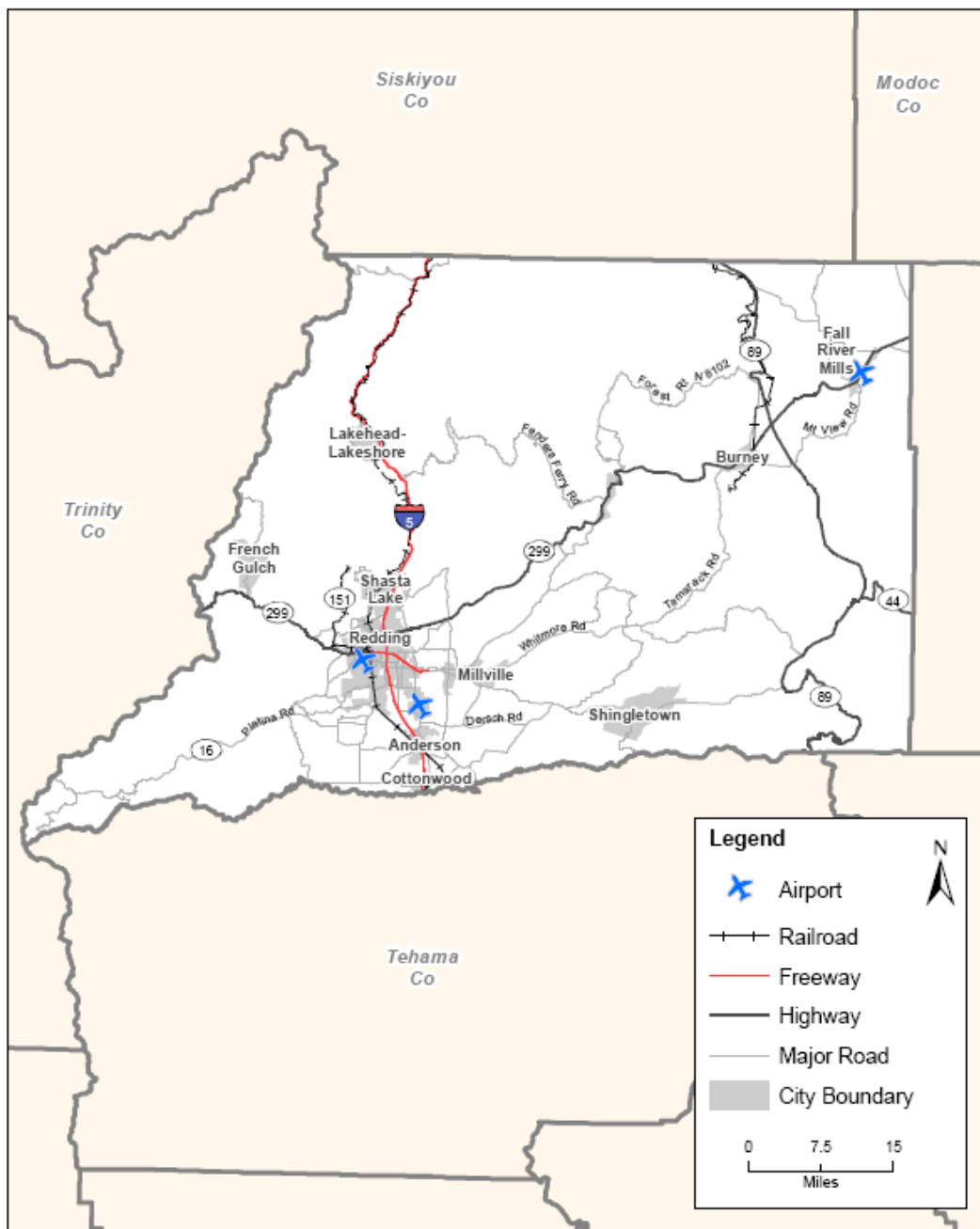
In addition, the SEIR will address cumulative impacts, growth inducing impacts, alternatives, and other issues required by CEQA. Through the NOP, SRTA is seeking input on further categories of analysis or areas of focus within the specified categories above.

CEQA Streamlining

SB 375 contains CEQA incentives, or streamlining provisions at the project level, to encourage the implementation of coordinated land use and transportation planning within the RTP/SCS. Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by the statute) may qualify for CEQA streamlining if the requisite criteria are met. Generally, this means that the proposed project seeking to utilize the CEQA incentives is determined to be consistent with an approved SCS. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. SRTA's primary role is to include appropriate information in the SCS that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project by project basis.

The programs and projects to be included in the 2018 RTP/SCS will be addressed programmatically in the SEIR. This will allow SRTA to analyze the regional or general impacts of the program and projects. A more detailed or project level environmental assessment, if required, will be provided by the various responsible agencies, including Caltrans, Shasta County, and the cities within the County, for the various projects included in the RTP, before the projects are approved for construction.

Figure 1 2018 RTP/SCS Plan Area



Imagery and basemap layers provided by ESRI and its licensors © 2017.