

STAFF REPORT



MEETING DATE:	6/30/15
SUBJECT:	Certify the Final Environmental Impact Report (EIR) for the 2015 Regional Transportation Plan (RTP); Adopt the 2015 RTP; and Adopt the Updated ShastaSIM Travel Demand Model
AGENDA ITEM:	9
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The Regional Transportation Plan (RTP) is a long range (20-year) plan for the management, operation, and development of a regional intermodal transportation system. It includes a Sustainable Communities Strategy (SCS) for the reduction of per capita greenhouse gas emissions. The accompanying environmental impact report (EIR) analyzes the potential impacts of implementing the RTP. Comments on the Draft 2015 RTP (including SCS) and EIR have been reviewed and minor changes have been made in preparation for EIR certification and 2015 RTP adoption. The regional travel demand model used for the 2015 RTP and EIR must also be adopted to become the official model for local and regional planning processes and project-level traffic impact analyses.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Adopt Resolution 15-09, certifying the Final EIR for the 2015 RTP, adopting a mitigation monitoring and reporting program, and approving the 2015 Regional Transportation Plan and Sustainable Communities Strategy;
2. Adopt Resolution 15-10, adopting the updated ShastaSIM regional activity-based travel demand model as the official model for Shasta County.

DISCUSSION:

Background – SRTA is required by federal and state law to develop a long range (minimum 20-year) RTP. The purpose of an RTP is “to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people.”¹ Key elements of the 2015 RTP for Shasta County include:

- A regional vision, supported by a program of short and long range strategies;
- An evaluation of regional mobility needs in light of population, housing, and job forecasts;

¹ California Transportation Commission, 2010 California Regional Transportation Plan Guidelines

- An SCS pursuant to Senate Bill 375 for the reduction of passenger vehicle greenhouse gas emissions; and
- A list of transportation improvements with anticipated construction timelines and a funding plan.

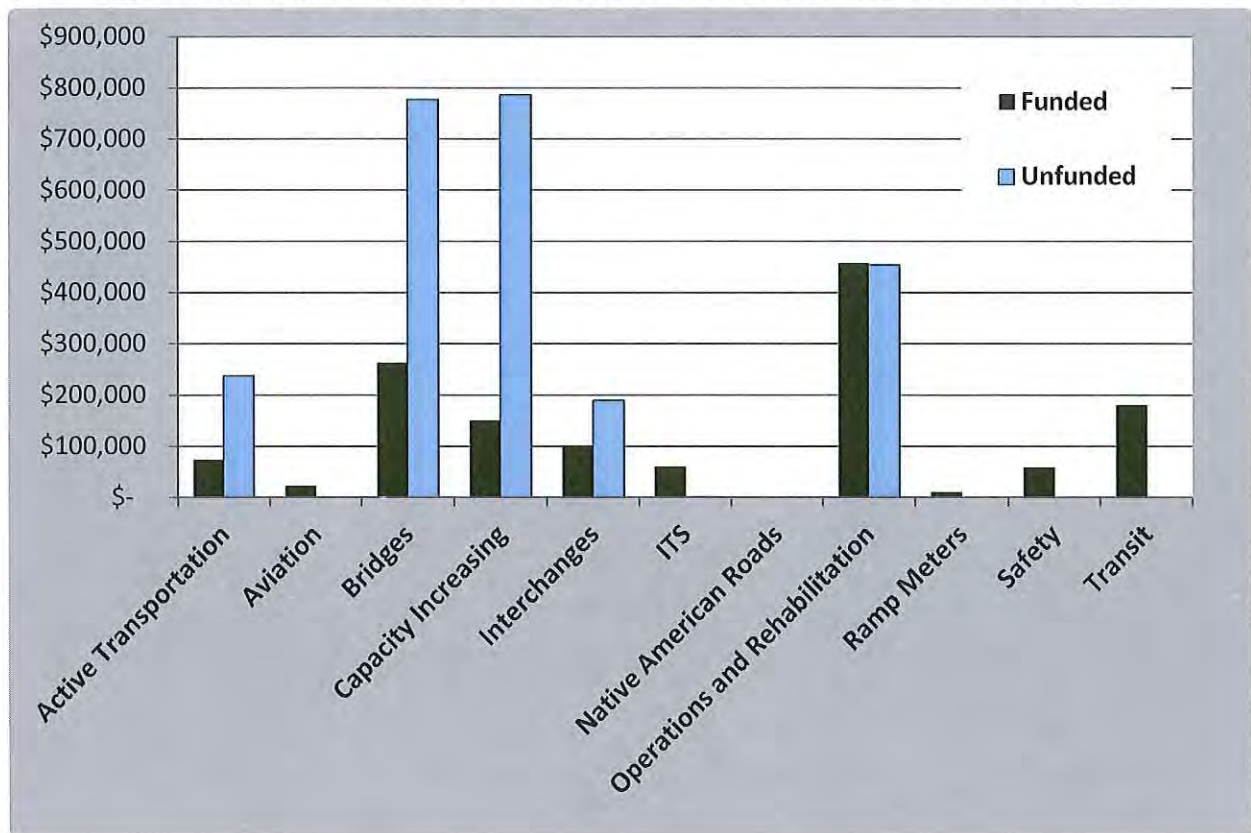
The RTP is updated every four years in collaboration with local, state, and federal partners. With limited exceptions, transportation projects must be included in the RTP in order to be eligible for federal and state funding. An EIR is prepared alongside the RTP pursuant to the California Environmental Quality Act in order to evaluate the environmental impacts of implementing the plan. Staff has presented the 2015 RTP and EIR to the board of directors in stages as shown in Table 1.

TABLE 1: 2015 RTP AND EIR DEVELOPMENT TIMELINE

Topic	Schedule	Recommendation
• Board priorities survey results	Dec 2013	• Receive presentation
• Draft vision statement with accompanying goals, policies, and strategies • Preliminary Strategic Growth Areas	Feb 2014	• Review and approve
• Travel demand model • Draft performance measures	Jun 2014	• Adoption • Review and approve
• Transportation projects list	Oct 2014	• Review and approve
• Public hearing on Draft RTP, SCS, and EIR	April 2015	• Hold public hearing on Draft RTP, SCS, and EIR
• Presentations to city councils and board of supervisors, including 2nd public hearing for the SCS.	May 2015	• Review and comment
• Final EIR • Final 2015 RTP • Travel demand model	June 2015	• Certify EIR • Adopt 2015 RTP • Adopt updated travel demand model
• California Air Resources Board (CARB) review of SCS (60-day)	July - August 2015	• Review and approve technical methodology and assumptions (formal acceptance by CARB is scheduled in October)

Regional Transportation Needs – Over the 20-year planning horizon, it is estimated that \$2.2 billion will be available for transportation infrastructure and services (see Table 2). The single largest expenditure (\$457 million) is for the operation and maintenance of existing transportation infrastructure. An additional \$2.4 billion in transportation needs have been identified in excess of forecast revenues. The most notable funding shortfalls are for roadway capacity-increasing projects and the maintenance and replacement of bridges.

TABLE 2: 2015-2035 FUNDED & UNFUNDED TRANSPORTATION NEEDS (x 1,000)



Sustainable Communities Strategy – California’s eighteen metropolitan regions are required by Senate Bill 375 to prepare a Sustainable Communities Strategy (SCS) as part of the RTP. An SCS is a coordinated transportation and land use plan showing how the region intends to meet targets set by the California Air Resources Board (CARB) for the reduction of per-capita greenhouse gas emissions from passenger vehicles and light-duty trucks. The region’s given target for the year 2020 and 2035 is a 0% change from 2005 levels. The region’s SCS has met both targets.

TABLE 3: IMPACT OF 2015 RTP ON PER-CAPITA EMISSIONS

Year	SB 375 Emissions	% Under/Over Target
2005 (baseline)	21.3 lbs CO ₂ /capita	-
2020	20.3 lbs CO ₂ /capita	-4.9%
2035	21.2 lbs CO ₂ /capita	-0.5%

In addition to aggressively pursuing a full range of transportation funding sources, coordinated regional and local effort to reduce travel demand is needed to delay the onset of congestion and minimize wear and tear on the system. As outlined in the SCS portion of the 2015 RTP, the following factors represent the low-hanging fruit for reversing the upward trend in vehicle usage:

1. Population and employment shift to community centers known as 'Strategic Growth Areas' (SGAs);
2. Increased residential densities in SGAs;
3. Increased automobile operation costs;
4. Increased public transportation service frequency; and
5. Accelerated delivery of active transportation investments in SGAs.

To fully realize the 2015 RTP vision, SRTA will need to double-down on these efforts and add new strategies in consultation and coordination with local jurisdictions. The agency's funding priorities will need to be periodically revisited to address changes in funding levels and travel behavior. Various options and strategies are being explored by staff and will be presented for discussion as a prelude to the 2018 RTP update.

Public Review and Comment Period – The Draft 2015 RTP and Draft EIR were circulated to interested parties on March 17 and posted on the agency's website. The public review and comment period was extended to June 2 to include presentations to each city council and the county board of supervisors. Public hearings were held on April 28 at the SRTA Board of Directors meeting and on May 19 at the City of Shasta Lake Council meeting. Three formal comments were received. A comment log, including the agency's responses, is provided by attachment.

Regional Travel Demand Model – The agency's regional activity-based travel demand model (ShastaSIM) is used to forecast future travel behavior and measure the impact of planned transportation infrastructure, policies, and services on system performance. A new model run was created for the 2015 RTP, including updated transportation projects and Sustainable Communities

2015 RTP Vision Statement

SRTA will meet the region's evolving mobility needs and generally avoid traffic congestion and other growth-related pitfalls commonly observed in larger metropolitan regions. This will be accomplished through strategic and timely transportation system improvements, the integration of travel options into a seamless network, and collaborative effort toward transportation-efficient land use patterns where it is most beneficial.

SRTA acknowledges that its efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life. Such considerations are integral to regional transportation planning, policy-making, and project programming. SRTA will be actively engaged with its partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public and be transparent and responsive to documented community values and priorities.

Strategy factors. These updates must be formally adopted in order for the model to be used in local and regional planning processes and project-level traffic impact analyses going forward. Past and current users of the model will be notified and model documentation will be updated on SRTA's website.

OTHER AGENCY INVOLVEMENT:

The 2015 RTP addresses Federal Planning Factors found in the federal transportation bill and Planning Emphasis Areas generated by the Federal Highway Administration and Federal Transit Administration for California. Local agency partners were actively involved in development of the 2015 RTP projects list and SCS. Draft versions of the 2015 RTP and EIR were made available to SRTA's partners, including local jurisdictions, Redding Area Bus Authority, and Caltrans, and were discussed during technical advisory committee meetings. Formal presentations were provided to the three city councils and Shasta County Board of Supervisors. Comments submitted have been addressed in the final documents.

FINANCING:

Preparation of the 2015 RTP and EIR was budgeted in the agency's FY 2013/14 and 2014/15 Overall Work Program under several work elements with a combination of Federal Highway Administration Planning funds, State Planning Programming and Monitoring funds, and Proposition 84 grant funds. Total cost to prepare the 2015 RTP and EIR, including the development of new activity-based travel demand model, public outreach, and interagency consultation, comes in at approximately \$545,000. This is roughly twice the cost of recent RTP planning cycles due to the newly required SCS component and the need for a comprehensive, cover-to-cover overhaul of the RTP. It is anticipated that the 2018 RTP will be a relatively minor update of the 2015 RTP.



Daniel S. Little, AICP, Executive Director

Attachments:

Resolution 15-09: Certify the Final EIR for the 2015 RTP and SCS, and approve the 2015 RTP and SCS with attached Findings and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program

Resolution 15-10: Adopt Shasta County Regional Activity-Based Travel Demand Model (ShastaSIM v1.1)

2015 RTP and EIR documents are available online at: www.srta.ca.gov/142/Regional-Transportation-Plan

RESOLUTION



RESOLUTION NUMBER:	15-09
SUBJECT:	Certify the Final Program Environmental Impact Report for the 2015 Regional Transportation Plan, Adopt a Mitigating Monitoring and Reporting Program, and Approve the 2015 Regional Transportation Plan and Sustainable Communities Strategy

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

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

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

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

WHEREAS, CEQA Guidelines Section 15168(a) specifies that a Program EIR be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, SRTA has determined that a Program EIR is appropriate to assess the environmental impact of the 2015 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS); and

WHEREAS, the Program EIR is a regional planning level analysis which analyzes environmental impacts of the 2015 RTP on a broad planning level, while presenting as much detailed information about the individual RTP projects that is available at this time; and

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

WHEREAS, pursuant to CEQA Guidelines Section 15086, SRTA consulted with and requested comments on the Draft Program EIR from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, SRTA circulated a Notice of Preparation (NOP) of an EIR for the proposed project on February 6, 2014, to trustee and responsible agencies, the State Clearinghouse, and the public; and

WHEREAS, a scoping meeting was held on February 19, 2014, at 3:30 PM in the City of Redding to solicit concerns and issues relative to the RTP; and

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

WHEREAS, SRTA published a public notice of availability (NOA) for the Draft Program EIR on March 17, 2015, inviting comments from the general public, agencies, organizations, and other interested parties; and

WHEREAS, the Draft Program EIR was available for public review from March 17 through May 16, 2015; and

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

WHEREAS, SRTA received three comment letters, all from public agencies, regarding the Draft Program EIR; and

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that:

1. The Shasta Regional Transportation Agency finds as follows:

(a) The Final Program Environmental Impact Report (EIR) prepared for the 2015 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) was completed in compliance with the California Environmental Quality Act; and

(b) The Final Program EIR was presented to SRTA's decision making body, the SRTA Board of Directors; and

(c) The SRTA Board of Directors has reviewed and considered information contained in the Final Program EIR; and

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

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

2. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence in the record and set forth in the "Findings and Statement of Overriding Considerations," attached hereto and incorporated by reference, SRTA hereby certifies the Final Program EIR for the 2015 RTP and adopts the Mitigation Monitoring and Reporting Program; and

3. The SRTA hereby approves the Shasta County 2015 Regional Transportation Plan and Sustainable Communities Strategy.

PASSED AND ADOPTED this 30th day of June, 2015, by the Shasta Regional Transportation Agency.

Missy McArthur, Chair
Shasta Regional Transportation Agency

**CEQA Findings of Fact, Statement of Overriding Considerations,
and Mitigation Monitoring and Reporting Program for the
2015 Regional Transportation Plan and Sustainable Communities Strategy Final
Program EIR; State Clearinghouse No. 2014022018**

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I. INTRODUCTION TO CEQA FINDINGS

These findings are made pursuant to the California Environmental Quality Act (Pub. Res. Code §21000 et seq., “CEQA”) and the CEQA Guidelines (Cal. Code Regs. title 14, §15000 et seq.) by the Shasta Regional Transportation Agency (SRTA), as the lead agency for the 2015 Regional Transportation Plan and Sustainable Communities Strategy (“2015 RTP” or the “Project”). These findings pertain to the Final Program Environmental Impact Report (“EIR”) SCH # 2014022018.

A. PROJECT DESCRIPTION SUMMARY

The Shasta Regional Transportation Agency (SRTA), as both the federally-designated metropolitan planning organization (MPO) and the state-designated regional transportation planning agency (RTPA) for Shasta County, is required by both federal and state law to prepare a long-range (at least 20-years) transportation planning document, known as a Regional Transportation Plan (RTP). The RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system. California Government Code §65080 et seq. and Title 23 United States Code (USC) §134 require Regional Transportation Planning Agencies (RTPA) and Metropolitan Planning Organizations (MPO) to prepare long-range transportation plans to: 1) establish regional goals, 2) identify present and future needs, deficiencies and constraints, 3) analyze potential solutions, 4) estimate available funding, and 5) propose investments. State statutes require that the RTP serve as the foundation for the short-range transportation planning documents: the Regional and Federal Transportation Improvement Programs (RTIP and FTIP).

For the first time, SRTA now has the responsibility to prepare a Sustainable Communities Strategy (SCS) as part of the RTP, pursuant to the requirements of California Senate Bill 375 (SB 375) as adopted in 2008. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

Under both federal and state law, SRTA must update its RTP every five years, however, beginning in 2018, the RTP will be updated every four years. The 2015 RTP is the long-range planning, policy, action, and financial document for the Shasta County region. The RTP covers a period from 2015 to 2035 and is a revised version of the 2010 RTP. The RTP identifies the region’s transportation needs and issues and sets forth actions, programs, and projects to address those needs and issues. The RTP adopts policies, sets goals, and identifies financial resources to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that would serve the mobility needs of goods and people. In addition, as the MPO for Shasta County, SRTA is required to prepare a SCS that demonstrates how GHG reduction targets will be met through integrated land use, housing, and transportation planning. Thus the RTP addresses both the transportation component of the RTP, as well as the land use component of the SCS. The 2015 RTP simultaneously addresses the region’s transportation needs and promotes increased development densities and improving commercial and residential access to transit services. It should be noted that SRTA does not propose any land use changes, but rather the land use patterns envisioned by the RTP are based on the General Plan land use and zoning designations of the local agencies (the three incorporated cities and the county). The RTP is consistent with the land use and zoning designations in the incorporated and unincorporated areas.

CARB set GHG reduction targets for the SRTA region from on-road light-duty trucks and passenger vehicles as a 0% reduction from 2005 emissions levels by 2020 and a 0% reduction from 2005 emissions levels by 2035. These targets apply to the SRTA region as a whole for all on-road light-duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions.

SB 375 specifically states that local governments retain their autonomy to plan local General Plan policies and land uses. The RTP rather is intended to provide a regional policy foundation that local governments may build upon, if they so choose. As described above, the RTP does not propose to change any land use and zoning designations; rather, the land use scenario envisioned by the RTP is based on and would be consistent with the existing local General Plan policies and land use designations as specified by the local agencies. As such, the RTP includes and accommodates the quantitative growth projections for the region based on the land use capacity of the local General Plans. SB 375 also requires that the RTP's forecasted development pattern for the region be consistent with the five-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under State housing law.

B. TYPE OF EIR

The 2015 RTP EIR is a Program EIR. A Program EIR is prepared for a series of actions that can be characterized as one project. An advantage of a Program EIR is that it allows the lead agency to consider broad policy alternatives and "program wide mitigation measures" at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts. (CEQA Guidelines §15168(b)(4).) The Program EIR can serve as a first-tier document for later CEQA review of individual projects included in the program. These project-specific CEQA reviews will focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the Program EIR. As discussed by the California Supreme Court, "it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the...program, leaving project-specific details to subsequent EIRs when specific projects are considered." (*In re Bay Delta* (2008) 43 Cal. 4th 1143, 1174).

C. INCORPORATION OF FINAL PROGRAM EIR BY REFERENCE

The Final Program EIR, consisting of: (1) the Final Program EIR volume; (2) the Draft Program EIR and all appendices to the Draft Program EIR; and (3) comments and recommendations received on the Draft Program EIR, a list of persons, organizations, and public agencies commenting on the Draft Program EIR, SRTA's responses to significant environmental points raised in the review and consultation process, and other information is hereby incorporated by reference into these Findings.

D. REQUIREMENTS FOR CEQA FINDINGS

Pursuant to Public Resources Code §21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (The concept of infeasibility also encompasses whether a particular alternative or mitigation measure promotes the Project's underlying goals and objectives, and whether an alternative or mitigation measure is impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.))

SRTA has made one or more of these specific written findings regarding each significant impact associated with the 2015 RTP. Those findings are presented below, along with a presentation of facts in support of the findings. SRTA certifies these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and discussed. These findings are based on evidence contained in the totality of the administrative record before SRTA, including but not limited to the Final Program EIR "supporting evidence" cited herein.

II. LOCATION OF AND CUSTODIAN FOR THE RECORD

The documents and other materials that constitute the record of proceedings on which SRTA's Findings of Fact are based are located at 1255 East Street, Suite 202, Redding, CA 96001. The custodian of these documents is Jennifer Pollom. This information is provided in compliance with Public Resources Code § 21081.6(a)(2) and 14 Cal. Code Regs. § 15091(e).

For purposes of CEQA at these Findings, the Record of Proceedings for the Project consists of the following documents, at a minimum:

- The Notice of Preparation and all other public notices issued by SRTA and in conjunction with the Project.
- The Draft and Final Program EIRs, including appendices and technical studies included or referenced in the Draft and Final Program EIRs.
- All comments submitted by agencies or members of the public during the public comment period on the Draft Program EIR.
- All comments and correspondence submitted to SRTA with respect to the Project.
- The MMRP for the Project.
- All Findings and resolutions adopted by SRTA decision makers in connection with the Project, and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by Rincon Consultants, Inc., consultants to SRTA.
- All reports, memoranda, documentation, data output files relating to the land use and transportation modeling for the Project.
- All documents and information submitted to SRTA by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the Project, up through the date SRTA approved the Project.
- Minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by SRTA, in connection with the Project.
- Any documentary or other evidence submitted to SRTA at such information sessions, public meetings, and public hearings.
- Matters of common knowledge to SRTA, including, but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code § 21167.6(e).

Resolution 15-09 Attachment:

**CEQA Findings of Fact, Statement of Overriding Considerations,
and Mitigation Monitoring and Reporting Program for the
2015 Regional Transportation Plan and Sustainable Communities Strategy
Final Program EIR; State Clearinghouse No. 2014022018**

FINDINGS FOR IMPACTS IDENTIFIED AS INSIGNIFICANT (Class III)

Public Resources Code § 21081 and CEQA Guidelines § 15091 do not require findings of fact for impacts that are less than significant. Under CEQA, no mitigation measures are required for impacts that are less than significant (CEQA Guidelines § 15126.4(a)(3)).

Section 4.0 of the Draft Program EIR including Section 4.13 (Less than Significant Environmental Factors) explain why certain impacts were not found to be significant and therefore were not discussed in detail in the Program EIR, pursuant to CEQA Guidelines Section 15128.

FINDINGS FOR IMPACTS IDENTIFIED AS SIGNIFICANT BUT MITIGABLE (Class II)

SRTA hereby finds that mitigation measures have been identified in the Program EIR that will avoid or substantially lessen the following environmental impacts to a less than significant level. These findings are based on the discussion of impacts in the detailed issue area analyses in Section 4.0 of the Draft Program EIR, as well as relevant responses to comments in the Final Program EIR. The significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows.

Class II impacts are those which are significant but can be mitigated to less than significant by implementation of mitigation measures.

A. AESTHETICS (CLASS II)

- 1. Impact AES-1.** Proposed transportation improvement projects under the 2015 RTP, as well as the land use patterns envisioned by the 2015 RTP, may affect public views along eligible scenic corridors, adjacent landscaping, and other scenic routes considered to have high scenic qualities. This would be a Class II, significant but mitigable impact.

- a. Mitigation** - SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects, including but not limited to those projects identified in Table 4.1-2. These measures can and should be implemented for all projects developed pursuant to the 2015 RTP that would adversely affect scenic corridors.

AES-1(a) Where a particular 2015 RTP transportation improvement project affects adjacent landforms, the project sponsor shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade.

AES-1(b) The project sponsor shall ensure that landscaping is installed to restore natural features along corridors after widening, interchange modifications, realignment, or construction of ancillary facilities. Associated landscape materials and design shall enhance landform variation, provide erosion control, and blend with the natural setting. To ensure compliance with approved landscape plans, the implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation.

AES-1(c) The project sponsor shall ensure that a project in a scenic view corridor will have the minimum possible impact upon foliage, existing landscape architecture and natural scenic views, consistent with project goals.

AES-1(d) Potential noise impacts arising from increased traffic volumes associated with adjacent land development shall be preferentially mitigated through the use of setbacks and the acoustical design of adjacent proposed structures. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents, and landscaping to prevent monotony. In addition, sound walls should be complementary in color and texture to surrounding natural features.

b. Findings – With the implementation of the above mitigation, impacts would be less than significant.

c. Supportive Evidence – Please refer to pages 4.1-5 through 4.1-8 of the Draft Program EIR.

2. Impact AES-2. Development of proposed transportation improvement projects under the 2015 RTP, as well as the land use patterns envisioned by the 2015 RTP, would contribute to the alteration of Shasta County's character from primarily rural (or semi-rural) to a somewhat more small urban condition. This would be a Class II, significant but mitigable impact.

a. Mitigation - SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects, including but not limited to those projects identified in Table 4.1-2. These measures can and should be implemented for all projects developed pursuant to the 2015 RTP that would alter the County's rural character.

AES-2(a) Roadway extensions and widenings shall avoid the removal of existing mature trees to the extent possible. The loss of trees that are protected by local agencies shall be replaced at a minimum 2:1 basis and incorporated into the landscaping design for the roadway. The project sponsor of a particular

2015 RTP project shall ensure the continued vitality of replaced trees through periodic maintenance (see Mitigation Measure B-1(j) prescribed in Section 4.10 Biological Resources.)

AES-2(b) Roadway lighting shall be minimized to the extent possible, and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting, and using as few lights as necessary to achieve the goals of the project.

AES-2(c) Bus shelters and other ancillary facilities constructed as part of roadway improvements under the 2015 RTP shall be designed in accordance with the architectural review requirements of the local jurisdiction in which the project is proposed.

- b. Findings** – With the implementation of the above mitigation, impacts related to change in visual character would be less than significant.
- c. Supportive Evidence** – Please refer to pages 4.1-8 through 4.1-9 of the Draft Program EIR.

B. AIR QUALITY (CLASS II)

- 1. Impact AQ-1.** Construction activities associated with transportation projects under the 2015 RTP, as well as the land use patterns envisioned by the SCS would have the potential to result in temporary adverse impacts on air quality in Shasta County. Impacts would be Class II, significant but mitigable.

- a. Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measure for applicable transportation projects that result in construction air quality impacts. Project-specific environmental impacts may require these mitigation measures be revised or expanded in response to site-specific conditions.

AQ-1 The individual project lead agency shall ensure that all feasible and appropriate SCAQMD Standard Mitigation Measures (SMMS) and Best Available Mitigation Measures (BAMMs) are implemented. The measures shall be noted on all construction plans and the lead agency shall perform periodic site inspections. SCAQMD SMMs and BAMMs include, but are not limited to, the following:

Fugitive dust emissions:

- Implement all adequate dust control measures in a timely and effective manner during all phases of project development and construction;
- Water all excavated, stockpiled, or graded material to prevent fugitive dust from leaving property boundaries and causing a

public nuisance or a violation of an ambient air standard. Watering shall occur at least twice daily with complete site coverage, preferably in the mid-morning and after work is completed each day;

- During initial grading, earth moving, or site preparation, construct a paved (or dust palliative treated) apron, at least 100 feet in length, onto the project site from the adjacent paved road(s);
- Sweep adjacent paved streets (recommend water sweeper with reclaimed water) at the end of each day if substantial volumes of soil materials have been carried onto adjacent public paved roads from the project site;
- Install sandbags or other erosion control measures to prevent silt runoff to roadways;
- Apply Department of Public Works approved non-toxic soil stabilizers (according to manufacturer's specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours);
- Replant vegetation in disturbed areas as quickly as possible;
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard;
- Use wheel washers or wash off tires of all trucks exiting the construction site; and
- Mitigate fugitive dust emissions from wind erosion of areas disturbed from construction activities (including storage piles) by application of either water or chemical dust suppressant.

Exhaust emissions from diesel heavy equipment:

- Shut down equipment when not in use to limit engine idling time. Idling time shall be limited to no more than 3 minutes. This idling limit does not apply to circumstances as stated in the California Environmental Protection Agency Air Resources Board Advisory Number 377 (2008);
- Provide regular preventive equipment maintenance to prevent emission increases due to engine problems;
- Use low sulfur and low aromatic fuels meeting California standards for motor vehicle diesel fuel; and
- Use low-emitting gas and diesel engines meeting state and federal emissions standards (Tier I, II, III) for construction equipment.

Other emissions:

- Use low VOC coatings for the architectural coating phase of construction. All coatings must meet the VOC limits per SCAQMD Rule 3-31;

- Use asphalt mixtures appropriate for the time of year of application, while maintaining compliance with the lead agency's road design and construction standards;
- Use alternatives to open burning of vegetative material on the project site, unless otherwise deemed infeasible by the SCAQMD. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel;
- Provide for temporary traffic control as appropriate during all phases of construction to improve traffic flow as deemed appropriate by the Department of Public Works and/or Caltrans; and
- Schedule construction activities that direct traffic flow to off-peak hours as much as practicable.

b. Findings – With the implementation of the above mitigation, impacts related to short-term construction emissions would be less than significant..

c. Supportive Evidence – Please refer to pages 4.2-12 through 4.2-14 of the Draft Program EIR.

2. Impact AQ-3. The transportation improvement projects included under the 2015 RTP and the land use scenario envisioned by the SCS may facilitate increased exposure of sensitive receptors to hazardous air pollutants that may cause health risks and odors that may be a nuisance. Implementation of the 2015 RTP would not result in a regional increase in toxic air emissions when compared to the future 'No Project' scenario. However, localized increases may occur as a result of development facilitated by the SCS land use scenario. Impacts would be Class II, significant but mitigable.

a. Mitigation – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects near sensitive land uses. Consistent with the provisions contained in the CARB Air Quality and Land Use Handbook (June 2005), lead agencies shall identify appropriate and feasible measures, to be incorporated into project building design for residential, school and other sensitive uses located within 500 feet of freeways, heavily travelled arterials, railways and other sources of diesel particulate matter and other known carcinogens. The appropriate measures shall include one or more of the following methods as applicable:

AQ-3 The lead agency shall retain a qualified air quality consultant to prepare a health risk assessment in accordance with CARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The health risk assessment shall be submitted to the Lead Agency for review and approval. The lead agency shall implement any approved health risk assessment recommendations to a level which would not result in exposure of sensitive receptors to substantial pollutant concentrations. Such measures may include:

- Do not locate sensitive receptors near the entry and exit points of a distribution center.
 - Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.
 - Maintain a 50 foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
 - Install, operate and maintain in good working order a central heating and ventilation system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the minimum efficiency reporting value 13. The heating and ventilation system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either high efficiency particulate absorption filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers 85% supply filters should be used.
 - Retain a qualified heating and ventilation consultant or high efficiency particulate absorption rate during the design phase of the project to locate the heating and ventilation system based on exposure modeling from the mobile and/or stationary pollutant sources.
 - Maintain positive pressure within the building.
 - Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
 - Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
 - Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
- b. **Findings** – With the implementation of the above mitigation, impacts related to potential health risks would be less than significant.
- c. **Supportive Evidence** – Please refer to pages 4.2-16 through 4.2-19 of the Draft Program EIR.

C. BIOLOGICAL RESOURCES (CLASS II)

1. **Impact B-1.** Implementation of transportation improvements proposed and the land use scenario envisioned by the 2015 RTP may result in impacts to special status plant and animal species. Impacts would be Class II, significant but mitigable.
- a. **Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects, including but not limited to those projects identified in Table 4.3-5. These measures can and should be implemented for future land development pursuant to the 2015 RTP that would result in impacts to special status animal and plant species.

B-1(a) Biological Resources Screening and Assessment. Because of the programmatic nature of the 2015 RTP and specific impacts for a given project are unknown at this time, on a project-by-project basis upon completion of final design, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment (BRA) or similar type of study to document the existing biological resources within the project footprint plus a buffer and to determine the potential impacts to those resources. The BRA shall evaluate the potential for impacts to all biological resources including, but not limited to special status species, nesting birds, wildlife movement corridors, potential for installation or retrofitting of existing structures for wildlife movement corridors, evaluation of culverts or other watercourse structures to remove barriers to fish passage, sensitive plant communities/critical habitat, and other resources judged to be sensitive by local, state, and/or federal agencies. Pending the results of the BRA, design alterations, further technical studies (i.e. protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. The following mitigation measures [B-1(b) through B-1(k)] shall be incorporated, only as applicable, into the BRA for projects where specific resources are present or may be present and impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the BRA where suitable habitat is present.

B-1(b) Special Status Plant Species Surveys. If completion of the project-specific BRA determines that special status plant species may occur on-site, surveys for special status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each segment (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species identified in the project-specific BRA. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than two years before initial ground disturbance. All special status plant species identified on-site shall be mapped onto a site-specific aerial photograph and topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency, and the CDFW and/or USFWS, as appropriate, for review and approval.

B-1(c) Special Status Plant Species Avoidance, Minimization, and Mitigation. If state listed or California Rare Plant List 1B species are found during special status plant surveys [pursuant to mitigation measure B-1(b)], then the project shall be re-designed to avoid impacting these plant species, if feasible. Rare plant occurrences that are not within the immediate disturbance footprint, but are located within 50 feet of disturbance limits shall have bright orange protective fencing installed at least 30 feet beyond their extent, or other distance as approved by a qualified biologist, to protect them from harm.

B-1(d) Restoration and Monitoring. If special status plants species cannot be avoided and will be impacted by a project implemented under the 2015 RTP, all impacts shall be mitigated at a minimum ratio of 2:1 (number of acres/individuals restored to number of acres/individuals impacted) for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to the jurisdiction overseeing the project for approval. (Note: if a state listed plant species will be impacted, the restoration plan shall be submitted to the CDFW for approval). The restoration plan shall include, at a minimum, the following components:

- Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type).
- Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved].
- Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values).
- Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan).
- Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule).
- Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports).
- Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type.

- An adaptive management program and remedial measures to address any shortcomings in meeting success criteria.
- Notification of completion of compensatory mitigation and agency confirmation.
- Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism).

B-1(e)

Endangered/Threatened Species Habitat Assessment and Protocol Surveys. Specific habitat assessment and survey protocol surveys are established for several federally and state endangered or threatened species. If the results of the BRA determine that suitable habitat may be present any such species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS protocols prior to issuance of any construction permits. If through consultation with the CDFW and/or USFWS it is determined that protocol habitat assessments/surveys are not required, said consultation shall be documented prior to issuance of any construction permits. Each protocol has different survey and timing requirements. The applicants for each project shall be responsible for ensuring they understand the protocol requirements.

B-1(f)

Endangered/Threatened Species Avoidance and Minimization. The habitat requirements of endangered and threatened species throughout Shasta County are highly variable. The potential impacts from any given project implemented under the 2015 RTP are likewise highly variable. However, there are several avoidance and minimization measures that can be applied for a variety of species to reduce the potential for impact, with the final goal of no net loss of the species. The following measures may be applied to aquatic and/or terrestrial species. Project lead agencies shall select from these measures as appropriate. Additionally, projects with the potential to affect endangered or threatened state and federal species may require take authorization from CDFW and/or USFWS.

- Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern within or adjacent to the limits of disturbance shall have highly visible orange construction fencing installed between said area and the limits of disturbance.
- All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed during the typical low flow period or when water is unlikely to be present (generally between April 1 and October 31), if feasible, to avoid impacts to sensitive aquatic species.

Additional timing restrictions shall be incorporated into the project schedule on a species by species basis in coordination with the resource agencies (e.g. National Marine Fisheries Service, CDFW, USFWS).

- All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a CDFW and/or USFWS-approved biologist present during all initial ground disturbing/vegetation-clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are being fully implemented.
- No endangered/threatened species shall be captured and relocated without expressed permission from the CDFW and/or USFWS.
- If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. A CDFW/USFWS-approved biologist shall document the occurrence and consult with the CDFW and/or USFWS as appropriate.
- For all projects occurring in areas where endangered/threatened species may be present and are at risk of entering the project site during construction, exclusion fencing shall be placed along the project boundaries prior to start of construction (including staging and mobilization). The placement of the fence shall be at the discretion of the CDFW/USFWS-approved biologist. This fence shall consist of solid silt fencing placed at a minimum of 3 feet above grade and 2 feet below grade and shall be attached to wooden stakes placed at intervals of not more than 5 feet. The fence shall be inspected daily and following rain events and high wind events and shall be maintained in good working condition until all construction activities are complete.
- All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. A minimum of one spill kit shall be available at each work location near riparian habitat or water bodies.
- No equipment shall be permitted to enter wetted portions of any affected drainage channel.
- All equipment operating within streams shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and

extra spill containment and clean up materials shall be located in close proximity for easy access.

- If project activities could degrade water quality, water quality sampling shall be implemented to identify the pre-project baseline, and to monitor during construction for comparison to the baseline.
- If water is to be diverted around work sites, a diversion plan shall be submitted (depending upon the species that may be present) to the CDFW, RWQCB, USFWS, and/or NMFS for their review and approval prior to the start of any construction activities (including staging and mobilization). If pumps are used, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.
- At the end of each workday, excavations shall be secured with cover or a ramp provided to prevent wildlife entrapment.
- All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.
- The CDFW/USFWS-approved biologist shall remove invasive aquatic species such as bullfrogs and crayfish from suitable aquatic habitat whenever observed and shall dispatch them in a humane manner and dispose of properly.
- If any federally and/or state protected species are harmed, the CDFW/USFWS-approved biologist shall document the circumstances that led to harm and shall determine if project activities should cease or be altered in an effort to avoid additional harm to these species. Dead or injured special status species shall be disposed of at the discretion of the CDFW and USFWS. All incidences of harm shall be reported to the CDFW and USFWS within 48 hours.
- Considering the potential for projects to impact federal and state listed species and their habitat, SRTA and lead agencies shall contact the CDFW and USFWS to identify mitigation banks within Shasta County during development of the RTP. Upon implementation of projects included in the RTP, but on a project-by-project basis, if the results of the BRA determines that impacts to federal and state threatened or endangered species habitat are expected, lead agencies shall explore species-appropriate mitigation bank(s) servicing the county for purchase of mitigation credits. If mitigation banks or credits are not available, mitigation options may include, but are not limited to, onsite or offsite habitat creation and restoration, land acquisitions, and conservation easements.

B-1(g)

Non-Listed Special Status Animal Species Avoidance and Minimization. Several State Species of Special Concern may be impacted by projects implemented under the 2015 RTP. The

ecological requirements and potential for impacts is highly variable among these species. Depending on the species identified in the BRA, several of the measures identified under B-1(f) shall be applicable to the project. In addition, measures shall be selected from among the following to reduce the potential for impacts to non-listed special status animal species:

- For non-listed special-status terrestrial amphibians and reptiles, coverboard surveys shall be completed within three months of the start of construction. The coverboards shall be at least four feet by four feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by a qualified biologist once per week for each week after placement up until the start of vegetation removal. All non-listed special status and common animals found under the coverboards shall be captured and placed in five-gallon buckets for transportation to relocation sites. All relocation sites shall be reviewed by the project lead agency and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is not harmed by construction of the project. Relocation shall occur on the same day as capture. If a relocation site immediately adjacent to the project site is unavailable, the CDFW shall be consulted to determine an appropriate relocation site. CNDDDB Field Survey Forms shall be submitted to the CDFW for all special-status animal species observed.
- Pre-construction clearance surveys shall be conducted within 14 days of the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 200-foot buffer, if feasible, and shall identify all special status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site either through direct capture or through passive exclusion (e.g., American badger). A report of the pre-construction survey shall be submitted to the lead agency for their review and approval prior to the start of construction.
- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal to recover special status animal species unearthed by construction activities.
- Upon completion of the project, a qualified biologist shall prepare a Final Compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. The report shall be submitted within 30 days of completion of the project to the project lead agency and CDFW.
- If special-status bat species may be present and impacted by the project, a qualified bat biologist shall conduct within 30 days of the start of construction presence/absence surveys

for special-status bats in consultation with the CDFW where suitable roosting habitat is present. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices, and other areas where bats may roost. If active roosts are located, exclusion devices such as netting shall be installed to discourage bats from occupying the site. If a roost is determined by a qualified bat biologist to be used by a large number of bats (large hibernaculum), bat boxes shall be installed near the project site. The number of bat boxes installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW. If a maternity colony has become established, all construction activities shall be postponed within a 500-foot buffer around the maternity colony until it is determined by a qualified bat biologist that the young have dispersed. If it is determined that a maternity colony would be removed, it would be done only if the roost is clear of bats. The decision on whether or not the maternity roost would be removed shall be made in consultation with CDFW.

B-1(h) Preconstruction Surveys for Nesting Birds for Construction Occurring within Nesting Season. For projects that may result in tree felling or removal of trees or vegetation that may contain a nesting bird, if feasible, construction activities should occur generally between September 16 to January 31 (thus outside of the nesting season). However, if construction activities must during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the California Fish and Game Code and the Migratory Bird Treaty Act shall be conducted by a qualified biologist no more than 7 days prior to vegetation removal. The surveys shall include the entire segment disturbance area plus a 200-foot buffer around the site. If active nests are located, all construction work shall be conducted outside a buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 50 feet for non-raptor bird species and at least 150 feet for raptor species or as determined in consultation with CDFW and/or USFWS. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. A report of these preconstruction nesting bird surveys shall be submitted to the lead agency to document compliance and to the CDFW.

B-1(i) Worker Environmental Awareness Program (WEAP). Prior to initiation of construction activities for applicable projects (including staging and mobilization), all personnel associated

with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting provided by the trainer indicating they have attended the WEAP and understand the information presented to them. The form shall be submitted to the lead agency to document compliance.

B-1(j)

Tree Protection. If it is determined that construction may impact trees protected by local agencies, the project lead agency shall procure all necessary tree removal permits. A certified arborist shall develop a tree protection and replacement plan as appropriate. The plan shall include, but would not be limited to, an inventory of trees to within the construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within root zone of trees, and requirements for replacement and maintenance of trees. If protected trees will be removed, replacement tree plantings of like species in accordance with local agency standards, but at a minimum ratio of 2:1 (trees planted to trees impacted), shall be installed on-site or at an approved off-site location and a restoration and monitoring program shall be developed in accordance with B-1(d) and shall be implemented for a minimum of seven years or until stasis has been determined by certified arborist. If a protected tree shall be encroached upon but not removed, a certified arborist shall be present to oversee all trimming of roots and branches.

- b. Findings** – Compliance with the above mitigation measures and all existing state, local and/or federal regulations would reduce impacts to a less than significant level.
- c. Supportive Evidence** – Please refer to pages 4.3-47 through 4.3-56 of the Draft Program EIR.
- 2. Impact B-2.** Implementation of transportation improvements proposed and the land use scenario envisioned by the 2015 RTP may result in impacts to sensitive habitats, including federally protected wetlands. This impact would be Class II, significant but mitigable.
 - a. Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects, including but not limited to those projects identified in Table 4.3-5. These measures can and

should be implemented for future development pursuant to the 2015 RTP that would result in impacts to sensitive habitats. Mitigation measures B-2(c) and B-2(d) also address the potential for impacts due to invasive plant species.

B-2(a) Jurisdictional Delineation. If projects implemented under the 2015 RTP occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, and/or RWQCB, a qualified biologist shall complete a jurisdictional delineation. The jurisdictional delineation shall determine the extent of the jurisdiction for each of these agencies and shall be conducted in accordance with the requirement set forth by each agency. The result shall be a preliminary jurisdictional delineation report that shall be submitted to the implementing agency, USACE, RWQCB, and CDFW, as appropriate, for review and approval. If jurisdictional areas are expected to be impacted, then the RWQCB would require a Waste Discharge Requirements (WDR) permit and/or Section 401 Water Quality Certification (depending upon whether or not the feature falls under federal jurisdiction). If CDFW asserts its jurisdictional authority, then a Streambed Alteration Agreement pursuant to Section 1600 et seq. of the California Fish and Game Code would also be required prior to construction within the areas of CDFW jurisdiction. If the USACE asserts its authority, then a permit pursuant to Section 404 of the Clean Water Act would likely be required.

B-2(b) Wetland and Riparian Habitat Restored. Impacts to jurisdictional wetland and riparian habitat shall be mitigated at a minimum ratio of 2:1 (acres of habitat restored to acres impacted), and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist in accordance with mitigation measure B-1(d) above and shall be implemented for no less than five years after construction of the segment, or until the lead agency and/or the permitting authority (e.g., CDFW or USACE) has determined that restoration has been successful. Alternately, mitigation may occur through the purchase of credits at a USACE approved mitigation bank or contribution to the USACE in-lieu fee program within the USACE Sacramento District. If mitigation is required through a Lake or Streambed Alteration Agreement, the mitigation bank or purchase of credits in an in-lieu fee program shall be approved by CDFW.

B-2(c) Landscaping Plan. If landscaping is proposed for projects occurring within or adjacent to sensitive habitats, a qualified biologist/landscape architect shall prepare a landscape plan for that project. This plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List,

California Noxious Weeds List, and/or California Invasive Plant Council Lists 1, 2, and 4 shall not be permitted. Species selected for planting shall be similar to those species found in adjacent native habitats and if feasible, locally collected seeds and plants shall be used.

B-2(d) Invasive Weed Prevention and Management Program. Prior to start of construction for projects occurring within or adjacent to sensitive habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist to prevent invasion of native habitat by non-native plant species. A list of target species shall be included, along with measures for early detection and eradication. All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan.

- b. Findings** – Compliance with the above mitigation measures and existing State, local and/or federal regulations would reduce impacts to a less than significant level.
- c. Supportive Evidence** – Please refer to pages 4.3-56 through 4.3-58 of the Draft Program EIR.

D. CULTURAL RESOURCES (CLASS II)

1. Impact CR-1 – Implementation of proposed transportation improvements and the land use scenario envisioned by the 2015 RTP could disturb known and unknown cultural resources. Impacts to archaeological and paleontological resources would be Class II, significant but mitigable.

- a. Mitigation** – In general, prior to commencement of any action, development or land use changes on lands subject to federal jurisdiction or for projects involving federal funding, a cultural resource survey and an environmental analysis must be prepared. Historic resources are also protected under the regulations of the National Historic Preservation Act and the Department of Transportation Act of 1966. County and city sponsored projects would be subject to local ordinance requirements, including General Plan provisions that protect cultural resources.

In order to provide protection of cultural resources, SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects, including but not limited to those projects identified in Table 4.4-3:

- CR-1(a)** The individual project lead agency of a 2015 RTP project involving earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures or roadways shall

ensure that the following elements are included in the project's individual environmental review:

1. Prior to construction, a map defining the Area of Potential Effects (APE) shall be prepared on a project by project basis for 2015 RTP improvements which involve earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known archaeological, paleontological or historical resources are located within the impact zone.
2. A preliminary study of each project area, as defined in the APE, shall be completed to determine whether or not the project area has been studied under an earlier investigation, and to determine the impacts of the previous project.
3. If the results of the preliminary studies indicate additional studies are necessary; development of field studies and/or other documentary research shall be developed and completed (Phase I studies). Negative results would result in no additional studies for the project area.
4. Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/ significance of the resources (Phase II studies).
5. Based on the evaluations of the Phase II studies, if necessary Phase II mitigation studies shall be coordinated with the Office of Historic Preservation, as the research design will require review and approval from the OHP. In the case of prehistoric or Native American related resources, the Native American Heritage Commission and/or local representatives of the Native American population shall be contacted and permitted to respond to the testing/mitigation programs.

CR-1(b) If development of the proposed improvement requires the presence of an archaeological, Native American, or paleontological monitor, the individual project lead agency shall ensure that a Native American monitor, certified archaeologist, and/or certified paleontologist, as applicable, monitors the grading and/or other initial ground altering activities. The schedule and extent of the monitoring will depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

CR-1(c) The individual project lead agency shall ensure that materials recovered over the course of any given improvement are adequately cleaned, labeled, and curated at a recognized repository. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

- CR-1(d)** The individual project lead agency shall ensure that mitigation for potential impacts to significant cultural resources includes one or more of the following:
- Realign the project right-of-way (avoidance; the most preferable method).
 - Cap the site and leave it undisturbed.
 - Address structural remains with respect to NRHP guidelines (Phase III studies).
 - Relocate structures per NRHP guidelines.
 - Create interpretative facilities at the site.
 - Develop measures to prevent vandalism.

These measures can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

- b. Findings** – Implementation of the above measures would reduce potential impacts to archaeological and paleontological resources to a less than significant level.
- c. Supportive Evidence** – Please refer to page 4.4-8 to 4.4-11 of the Draft Program EIR.

E. GEOLOGY AND SOILS (CLASS II)

- 1. Impact G-1.** Some proposed 2015 RTP projects could be at risk from seismic activity. Although fault rupture and seismically induced liquefaction do not pose a substantial threat in Shasta County, ground-shaking may affect 2015 RTP projects. This is considered a Class II, significant but mitigable impact.

- a. Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measure for applicable transportation projects, including but not limited to those projects identified in Table 4.7-2. This measure can and should also be implemented for all projects developed pursuant to the 2015 RTP that would result in seismic impacts.

G-1 The lead agency in which a particular 2015 RTP bridge project is located shall ensure that the structure is designed and constructed to the latest geotechnical standards. In most cases, this will necessitate site-specific geologic and soils engineering investigations to exceed the code for high groundshaking zones. This can be accomplished through the placement of conditions on the project by the lead agency during individual environmental review.

- b. Findings** – Implementation of the above measure would reduce potential impacts to a less than significant level.
- c. Supportive Evidence** – Please refer to page 4.7-11 of the Draft Program EIR.

- 2. Impact G-2.** Some projects proposed in the 2015 RTP may be located on unstable soils. This is considered a Class II, significant but mitigable impact.

- a. **Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measure for applicable transportation projects, including but not limited to those projects identified in Table 4.7-2. This measure can and should also be implemented for all projects developed pursuant to the 2015 RTP that would result in impacts associated with expansive soils and landslides.

G-2 If an RTP project involves cut slopes over 15 feet in height, the lead agency in which the project is located shall ensure that specific slope stabilization studies are conducted. Possible stabilization methods include buttresses, retaining walls and soldier piles.

- b. **Findings** – Implementation of Mitigation Measure G-2 would reduce potential impacts to a less than significant level.

- c. **Supportive Evidence** – Please refer to page 4.7-12 of the Draft Program EIR.

E. GREENHOUSE GAS EMISSIONS (CLASS II)

1. **Impact GHG-1.** Construction of the transportation improvement projects and future land use patterns envisioned by the 2015 RTP would generate temporary short-term GHG emissions. Impacts would be Class II, significant but mitigable.

- a. **Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measure for applicable transportation projects. Project-specific environmental impacts may require this mitigation measure be revised or expanded in response to site-specific conditions.

GHG-1 The individual project lead agency shall ensure that applicable GHG-reducing diesel particulate and NO_x emissions measures for off-road construction vehicles are implemented during construction. The measures shall be noted on all construction plans and the lead agency shall perform periodic site inspections. Applicable GHG-reducing measures include the following.

- Use of diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
- Use of electric equipment in place of diesel-powered equipment, where feasible;

- Substitute gasoline-powered in place of diesel-powered equipment, where feasible;
- Use of alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel powered equipment for 15 percent of the fleet;
- Use of materials sources from local suppliers;
- Recycling of at least 50 percent of construction waste materials.

b. Findings – With the implementation of the above mitigation, impacts related to short-term GHG emissions would be less than significant.

c. Supportive Evidence – Please refer to pages 4.8-13 through 4.8-14 of the Draft Program EIR

F. HYDROLOGY AND WATER RESOURCES (CLASS II)

1. Impact W-1. Implementation of proposed transportation improvements and future projects envisioned in the 2015 RTP would incrementally increase countywide water demand. Such impacts would be Class II, significant but mitigable.

a. Mitigation – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects that result in hydrology and water quality impacts. Project-specific environmental documents prepared by the lead agency may adjust these mitigation measures as necessary to respond to site-specific conditions:

W-1(a) The individual lead agency of a 2015 RTP project shall ensure that, where economically feasible, reclaimed water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the lead agency.

W-1(b) The individual lead agency of a 2015 RTP project shall ensure that low water use landscaping (i.e., drought tolerant plants and drip irrigation) is installed. When feasible, native plant species shall be used.

W-1(c) The individual lead agency of a 2015 RTP project shall ensure that, if feasible, landscaping associated with proposed improvements is maintained using reclaimed water.

W-1(d) The individual lead agency of a 2015 RTP project shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation.

W-1(e) The individual lead agency of a 2015 RTP project that requires potable water service should coordinate with

water supply system operators to ensure that the existing water supply systems have the capacity to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility should be provided by the project sponsor. In addition, wherever feasible, reclaimed water should be used for landscaping purposes instead of potable water.

b. Findings – Implementation of the above measures would reduce potential impacts to a less than significant level.

c. Supportive Evidence – Please refer to pages 4.9-12 through 4.9-14 of the Draft Program EIR.

2. Impact W-2. Implementation of proposed transportation improvements and future projects facilitated by the land use scenario envisioned in the 2015 RTP could result in soil erosion and contaminants in runoff, which could degrade surface and ground water quality. This impact is considered Class II, significant but mitigable.

a. Mitigation – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects that result in hydrology and water quality impacts. Project-specific environmental documents prepared by the lead agency may adjust these mitigation measures as necessary to respond to site-specific conditions:

W-2(a) The individual lead agency of a 2015 RTP project shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of contaminants. The plans shall specify the use of products that are safe for use in and around aquatic environments.

W-2(b) The individual lead agency of a 2015 RTP widening or roadway extension project shall ensure that the improvement directs runoff into subsurface percolation basins and traps which would allow for the removal of urban pollutants, fertilizers, pesticides, and other chemicals.

W-2(c) For a 2015 RTP project that would disturb at least one acre, a SWPPP shall be developed prior to the initiation of grading and implemented for all construction activity on the project site. The SWPPP shall include specific BMPs to control the discharge of material from the site and into the creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets and soil stabilizers.

b. Findings – Implementation of the above measures would reduce potential impacts to a less than significant level.

c. **Supportive Evidence** – Please refer to pages 4.9-14 through 4.9-15 of the Draft Program EIR.

3. **Impact W-3.** Implementation of proposed transportation improvements and future projects facilitated by the 2015 RTP could be subject to flood hazards due to storm events and/or dam failure. Impacts are considered Class II, significant but mitigable.

a. **Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects subject to flood hazards. This measure can and should also be implemented for all projects developed pursuant to the 2015 RTP that would result in impacts from flooding.

W-3(a) If a 2015 RTP project is located in an area with high flooding potential due a storm event or dam inundation, the individual project lead agency shall ensure that the structure is elevated at least one foot above the 100-year flood zone elevation and that bank stabilization and erosion control measures are implemented along creek crossings.

W-3(b) For 2015 RTP projects within a dam failure inundation hazard zone, the project's lead agency shall ensure that a comprehensive flood risk communication strategy is developed, which would include an evacuation plan and/or an Emergency Action Plan and promote dam failure risk awareness and safety.

b. **Findings** – Implementation of the above measures would reduce potential impacts to a less than significant level.

c. **Supportive Evidence** – Please refer to pages 4.9-15 through 4.9-16 of the Draft Program EIR.

G. LAND USE (CLASS II)

1. **Impact LU-1.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2015 RTP could result in land use conflicts with existing sensitive land uses. This is considered a Class II, significant but mitigable impact.

a. **Mitigation** – Mitigation measures listed under Impact AQ-1 and AQ-3 in Section 4.2, Air Quality, would reduce localized air quality impacts. Mitigation measures listed under Impacts N-1, N-2, and N-3, in Section 4.11, Noise, would reduce potential noise impacts. No mitigation is required for impacts related to dividing established communities.

b. **Findings** – Land use compatibility impacts and related air quality and noise impacts would be less than significant with implementation of mitigation measures referenced above.

c. **Supportive Evidence** – Please refer to pages 4.10-9 through 4.10-10 of the Draft Program EIR.

2. **Impact LU-2.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2015 RTP could temporarily and/or permanently displace or disrupt existing residences and businesses. This is considered a Class II, significant but mitigable impact.

a. **Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects that may result in potential impacts relating to temporary disturbance to and/or permanent displacement of residences and businesses.

LU-2(a) The individual project lead agency of RTP projects with the potential to displace residences or businesses should assure that project-specific environmental reviews consider alternative alignments and developments that avoid or minimize impacts to nearby residences and businesses.

LU-2(b) Where project-specific reviews identify displacement or relocation impacts that are unavoidable, the individual project lead agency should ensure that all applicable local, state, and federal relocation programs are used to assist eligible persons to relocate. In addition, the lead agency shall review the proposed construction schedules to ensure that adequate time is provided to allow affected businesses to find and relocate to other sites.

LU-2(c) For all RTP projects that could result in temporary lane closures or access blockage during construction, a temporary access plan should be implemented by the lead agency to ensure continued access to affected cyclists, businesses, and homes. Appropriate signs and safe access shall be guaranteed during project construction to ensure that businesses remain open.

b. **Findings** -Implementation of recommended measures would mitigate impacts relating to temporary disturbance and long-term displacement to a less than significant level.

c. **Supportive Evidence** - – Please refer to pages 4.10-10 through 4.10-11 of the Draft Program EIR.

H. NOISE (CLASS II)

1. **Impact N-1.** Construction activity associated with transportation improvement projects and development envisioned by the 2015 RTP would create temporary noise level increases in discrete locations throughout the County. Impacts would be Class II, significant but mitigable.

- a. Mitigation** – Local noise and vibration general plan policies and ordinance requirements would apply to construction activity associated with 2015 RTP implementation. In addition, the following mitigation measures N-1(a) through N-1(e) are recommended. SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects. These measures can and should be implemented for all projects developed pursuant to the 2015 RTP that would result in temporary construction noise and/or vibration impacts. Project-specific environmental impacts may require these mitigation measures be revised or expanded in response to site-specific conditions:

- N-1(a)** Individual project lead agencies of 2015 RTP projects shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.
- N-1(b)** If a particular project within 800 feet of sensitive receptors requires pile driving, the individual project lead agency in which this project is located shall require the use of pile drilling techniques instead, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.
- N-1 (c)** Individual project lead agencies shall ensure that equipment and trucks used for project construction utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds).
- N-1(d)** Individual project lead agencies shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrical powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.

N-1(e) Locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be adequately muffled.

b. Findings – With implementation of local noise control requirements and proposed mitigation, impacts would be reduced to a less than significant level.

c. Supportive Evidence – Please refer to pages 4.11-15 through 4.11-17 of the Draft Program EIR.

2. Impact N-2. Implementation of the 2015 RTP would increase traffic-generated noise levels on highways and roadways which could expose sensitive receptors to noise in excess of normally acceptable levels. This is a Class II, significant but mitigable, impact.

a. Mitigation – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects. These measures can and should be implemented for all projects developed pursuant to the 2015 RTP that would result in noise impacts. Project-specific environmental impacts may require these mitigation measures be revised or expanded in response to site-specific conditions:

N-2(a) Individual project lead agencies of 2015 RTP projects that would result in noise exceeding normally acceptable levels shall complete detailed noise assessments using applicable guidelines (e.g., Federal Transit Administration *Transit Noise and Vibration Impact Assessment* for rail and bus projects and the California Department of Transportation *Traffic Noise Analysis Protocol* for roadway projects). The individual project lead agency shall ensure that a noise survey is conducted to determine potential alternate alignments which allow greater distance from, or greater buffering of, noise-sensitive areas. The noise survey shall be sufficient to indicate existing and projected noise levels, to determine the amount of attenuation needed to reduce potential noise impacts to applicable state and local standards. This shall be accomplished during the project's individual environmental review as necessary.

N-2(b) Where new or expanded roadways or transit are found to expose receptors to noise exceeding normally acceptable levels, the individual project lead agency shall consider various sound attenuation techniques. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible,

the use of sound barriers (earthen berms, sound walls, or some combination of the two) will be considered. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements should be used, including open grade paving, solid fences, walls, and, landscaped berms. Determination of appropriate noise attenuation measures will be assessed on a case-by-case basis during a project's individual environmental review pursuant to the regulations of the applicable lead agency.

b. Findings – Implementation of the recommended programmatic measures would reduce potential impacts to a less than significant level.

c. Supportive Evidence – Please refer to pages 4.11-18 through 4.11-19 of the Draft Program EIR.

3. Impact N-3. The proposed 2015 RTP land use scenario would encourage infill development, which may place sensitive receptors in areas with unacceptable noise levels. This is a Class II, significant but mitigable, impact.

a. Mitigation – Local general plan noise policies and ordinance requirements would apply to development associated with RTP implementation. SRTA recommends that individual project lead agencies implement the following mitigation measure for applicable transportation projects located in close proximity to noise sensitive uses that would result in impacts related noise exposure.

N-3 If a 2015 RTP project is located in an area with exterior ambient noise levels above local noise standards or in an area with potential cumulative noise levels above local noise standards (based on traffic volumes from regionally adopted travel demand model), the individual project lead agency shall ensure that a noise study is conducted to determine existing and projected noise levels and feasible attenuation measures needed to reduce potential noise impacts to such uses to an exterior and interior noise level below local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air condition system so that windows and doors may remain closed, and situating exterior doors away from roads. This shall be accomplished during the project's individual environmental review.

b. Findings – Compliance with local general plans and implementation of the programmatic mitigation measure would reduce potential impacts to a less than significant level.

c. Supportive Evidence – Please refer to pages 4.11-19 through 4.11-20 of the Draft Program EIR.

FINDINGS FOR IMPACTS IDENTIFIED AS SIGNIFICANT AND UNAVOIDABLE (Class I)

SRTA hereby finds that mitigation measures that have been identified in the Program EIR that will lessen the following significant environmental impacts but not to a less than significant level. These findings are based on the discussion of impacts in the detailed issue area analyses in Section 4.0 of the Draft Program EIR as well as relevant responses to comments in the Final Program EIR.

The findings below are for Class I impacts, where implementation of the project may result in the following significant, unavoidable environmental impacts:

A. BIOLOGICAL RESOURCES (CLASS I)

1. **Impact B-3.** Implementation of transportation improvements proposed and the land use scenario envisioned by the 2015 RTP may impact wildlife movement, including fish migration, and/or impede the use of a native wildlife nursery. This impact would be Class I, significant and unavoidable.

- a. **Mitigation** – SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects, including but not limited to those projects identified in Table 4.3-5. These measures can and should be implemented for future development pursuant to the 2015 RTP that would impact wildlife movement, including fish migration, and/or impede the use of native wildlife nursery.

B-3(a) Fence and Lighting Design. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing shall not block wildlife movement through riparian or other natural habitat. Where fencing is required for public safety concerns, the fence shall be designed in consultation with CDFW and to permit wildlife movement by incorporating design features such as:

- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
- A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled; and
- If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement.

If fencing must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project

design as appropriate and in consultation with CDFW.

Similarly, lighting installed as part of any project shall be designed to be minimally disruptive to wildlife. This may be accomplished through the use of hoods to direct light away from natural habitat, using low intensity lighting, and using as few lights as necessary to achieve the goals of the project. Lighting for trails and bridges that would overspill onto rivers and/or streams that are known to support anadromous fish shall be approved by CDFW.

B-3 (b)

Construction Best Management Practices. The following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans:

- Designation of a 20-mile-per-hour speed limit in all construction areas.
- All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible.
- The number of access routes, number and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the project.
- Designation of equipment washout and fueling areas to be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site.
- Daily construction work schedules should be limited to daylight hours only, to the extent feasible.
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.
- Drip pans shall be placed under all stationary vehicles and mechanical equipment.
- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.
- No pets are permitted on project site during construction.

- b. Findings** – With implementation of the above mitigation measures, potential impacts to wildlife movement and nursery sites would be reduced, but

disruption to wildlife movement is still anticipated. Thus, this impact would remain Class I, significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 4.3-58 through 4.3-60 of the Final Program EIR.

B. CULTURAL RESOURCES (CLASS I)

1. **Impact CR-1** – Implementation of proposed transportation improvements envisioned by the 2015 RTP could disturb known and unknown cultural resources. Impacts to historical resources would be Class I, *significant and unavoidable*.

- a. **Mitigation** – In general, prior to commencement of any action, development or land use changes on lands subject to federal jurisdiction or for projects involving federal funding, a cultural resource survey and an environmental analysis must be prepared. Historic resources are also protected under the regulations of the National Historic Preservation Act and the Department of Transportation Act of 1966. County and city sponsored projects would be subject to local ordinance requirements, including General Plan provisions that protect cultural resources.

In order to provide protection of cultural resources, SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects, including but not limited to those projects identified in Table 4.4-3:

CR-1(a)

The individual project lead agency of a 2015 RTP project involving earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures or roadways shall ensure that the following elements are included in the project's individual environmental review:

1. Prior to construction, a map defining the Area of Potential Effects (APE) shall be prepared on a project by project basis for 2015 RTP improvements which involve earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known archaeological, paleontological or historical resources are located within the impact zone.
2. A preliminary study of each project area, as defined in the APE, shall be completed to determine whether or not the project area has been studied under an earlier investigation, and to determine the impacts of the previous project.
3. If the results of the preliminary studies indicate additional studies are necessary; development of field studies and/or other documentary research

- shall be developed and completed (Phase I studies). Negative results would result in no additional studies for the project area.
4. Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/significance of the resources (Phase II studies).
 6. Based on the evaluations of the Phase II studies, if necessary Phase II mitigation studies shall be coordinated with the Office of Historic Preservation, as the research design will require review and approval from the OHP. In the case of prehistoric or Native American related resources, the Native American Heritage Commission and/or local representatives of the Native American population shall be contacted and permitted to respond to the testing/mitigation programs.

CR-1(b) If development of the proposed improvement requires the presence of an archaeological, Native American, or paleontological monitor, the individual project lead agency shall ensure that a Native American monitor, certified archaeologist, and/or certified paleontologist, as applicable, monitors the grading and/or other initial ground altering activities. The schedule and extent of the monitoring will depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

CR-1(c) The individual project lead agency shall ensure that materials recovered over the course of any given improvement are adequately cleaned, labeled, and curated at a recognized repository. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

CR-1(d) The individual project lead agency shall ensure that mitigation for potential impacts to significant cultural resources includes one or more of the following:

- Realign the project right-of-way (avoidance; the most preferable method).
- Cap the site and leave it undisturbed.
- Address structural remains with respect to NRHP guidelines (Phase III studies).
- Relocate structures per NRHP guidelines.
- Create interpretative facilities at the site.

- Develop measures to prevent vandalism.

These measures can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

- b. **Findings** – Implementation of the above measures would reduce potential impacts to historic structures. However, because redevelopment or demolition that may be required to implement transportation improvements may result in the permanent loss of historic structures, this impact would remain Class I, *significant and unavoidable*.
- c. **Supportive Evidence** – Please refer to page 4.4-8 to 4.4-11 of the Draft Program EIR.

C. LAND USE (CLASS I)

- 1. **Impact LU-5.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2015 RTP could result in the conversion of agricultural lands including Prime Farmland and lands under Williamson Act contract to non-agricultural uses. This is considered a Class I, significant and unavoidable impact.

- a. **Mitigation** – No measures are available to mitigate the loss of agricultural lands, short of eliminating proposed roadways that would traverse or be adjacent to Prime Farmland or Williamson Act lands. SRTA recommends that individual project lead agencies implement the following mitigation measures for applicable transportation projects that may result in impacts to agricultural lands. Project-specific environmental impacts conducted by a lead agency for an applicable transportation project may require these mitigation measures be revised or expanded in response to site-specific conditions:

LU-5(a) When new roadway extensions or widenings are planned, the individual project lead agency should assure that project-specific environmental reviews consider alternative alignments that reduce or avoid impacts to Prime Farmlands.

LU-5(b) Rural roadway alignments shall follow property lines to the extent feasible, to minimize impacts to the agricultural production value of any specific property. Farmers should be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as a function of the total amount of production on the property.

LU-5(c) Individual project lead agencies should consider corridor realignment, buffer zones, setbacks, and fencing to reduce conflict between agricultural lands and neighboring uses.

- LU-5(d) Quantify potential for direct conversion of Important Farmland using the Land Evaluation and Site Assessment (LESA) model or a similar quantitative tool.
 - LU-5(e) Compensate for conversion impacts to Prime Farmland by purchasing agricultural conservation easements (ACE) or funding the acquisition of agricultural mitigation lands through an appropriate land trust.
 - LU-5(f) Individual project lead agencies should conduct an analysis of potential conflicts with Williamson Act contracts at the project level, consistent with the State CEQA Guidelines. If the impacts of the proposed roadway projects on Williamson Act contract lands are determined to be significant, implement the following measures to reduce the impacts to a less-than-significant level:
 - a. Design the proposed roadway projects to avoid or minimize the displacement of current and reasonably foreseeable agricultural operations from affected Williamson Act contract lands.
 - b. Where it has been determined that cancellation of a Williamson Act contract for a parcel, or a portion of a parcel, may result in impacts to Prime or Important Farmland, Mitigation Measure LU-5(a) shall be implemented.
- b. Findings** – Although the above measures would reduce impacts to Prime Farmland and lands under Williamson contract to the degree feasible, such impacts cannot be fully mitigated due to the potential conversion to non-agricultural use. Impacts from individual projects will need to be addressed on a case-by-case basis; however, because impacts to individual Prime Farmland and lands under Williamson contract cannot be assumed to be less than significant, agricultural impacts are considered *significant and unavoidable*.
- c. Supportive Evidence** - Please refer to pages 4.10-14 through 4.10-16 of the Draft Program EIR.

FINDINGS REGARDING ALTERNATIVES

A. LEGAL REQUIREMENTS FOR ALTERNATIVES

Public Resources Code § 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives...which would substantially lessen the significant environmental effects of such projects.” “Feasible” means “capable of being accomplished in a reasonable period of time taking into account economic, environmental, legal, social, and technological factors” (CEQA Guidelines § 15364). The concept of feasibility also encompasses whether a particular alternative promotes the Project’s underlying goals and objectives, and whether an alternative is

impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

The issue of alternatives feasibility arises twice in the CEQA process, once when the EIR is prepared, and again when CEQA findings are adopted. When assessing feasibility in an EIR, the EIR preparer evaluates whether an alternative is “potentially” feasible. Potentially feasible alternatives are suggestions by the EIR preparers which may or may not be adopted by lead agency decisionmakers. When CEQA findings are made after EIR certification, the lead agency decisionmaking body independently evaluates whether the alternatives are actually feasible, including whether an alternative is impractical or undesirable from a policy standpoint. (See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

If a significant impact can be substantially lessened (i.e., mitigated to a less than significant level) by adoption of mitigation measures, lead agency findings need not consider the feasibility of alternatives to reduce that impact. (See *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515.) Nevertheless, Chapter 6 of the EIR and these Findings of Fact do consider the ability of potentially feasible alternatives to substantially reduce all of the Project’s significant impacts, even those impacts reduced to less-than-significant levels through adoption of mitigation measures.

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines § 15126.6(a)). In all cases, the consideration of alternatives is to be judged against a rule of reason. The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed Project; and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological, or other considerations that make the alternative infeasible. (Pub. Res. Code §§21002, 21002.1; CEQA Guidelines §15092.)

The proposed 2015 RTP alternatives were selected for review in the EIR because of their potential to avoid or substantially lessen project impacts, or because they were required under CEQA Guidelines (e.g., the No Project alternative). The project and alternatives are described in more detail in the 2015 RTP Final Program EIR and Appendices thereto.

Three alternatives are considered for the proposed 2015 RTP: Alternative 1: The No Project Alternative, Alternative 2: Mobility - Enhanced Transportation Choices, and Alternative 3: Accessibility - Encourage Transportation Efficient Land Use. Alternative 2 focuses on increasing the use of multi-modal transportation options by making aggressive transit and active transportation investments across Shasta County. Additional funding for alternative transportation modes is assumed in the form of increased state grant support for active transportation projects; SRTA’s continued support of local agencies in seeking active transportation grants; and an additional funding emphasis on active transportation by SRTA. Future populations would be more dispersed than in the 2015 RTP; however, active transportation and transit projects would improve mobility options. Alternative 3 focuses on transportation-efficient land use patterns. This is accomplished by way of targeted transportation investments and the application of regional and local incentives programs, and policies that encourage infill and redevelopment on vacant and underutilized parcels within strategic growth areas. The level of transportation investments by mode would not change from current practice; however, the location of said investments would favor transportation-efficient urban areas and rural community centers. Residential densities would be higher than the 2015 RTP, resulting in fewer acres of land converted for new

development. Funding for development incentives is assumed to come from state grants such as Cap and Trade, Affordable Housing and Sustainable Development programs.

B. FINDINGS ON ALTERNATIVES

The following project alternatives identified in the Environmental Impact Report are rejected for the following reasons. Evidence supporting the below analysis is presented in EIR Chapter 6.

The No Project Alternative (Alternative 1) would not be considered environmentally superior overall. Although it would result in the fewest construction-related impacts and impacts associated with ground disturbance, many of the transportation improvements and greater density development envisioned in the 2015 RTP would not occur. The No Project Alternative is rejected because total VMT, energy usage, emissions of air pollutants, and GHG emissions impacts would be greater with this alternative as compared to the 2015 RTP.

The Mobility Alternative's (Alternative 2) transit and active transportation improvements would improve accessibility to alternative modes of transportation, but the Mobility Alternative is not considered environmentally superior to the proposed project. The additional land use strategies known to reduce VMT that would be applied with the proposed project would not be applied with this alternative and therefore would not reduce VMT as much as the 2015 RTP. This would result in greater air quality, GHG, energy, and transportation impacts. Further, because improvements with this alternative would be spread across Shasta County rather than within existing developed urban and town centers envisioned under the 2015 RTP greater overall transportation and non-transportation infrastructure construction activity and ground disturbance would occur when compared to the 2015 RTP. Accordingly, this alternative would have a greater impact on aesthetics (change of character), agricultural lands, and biological resources. Thus this alternative is rejected.

The Accessibility Alternative (Alternative 3) would perform similarly to the 2015 RTP in terms of transportation performance measures, and in comparison to the other alternatives analyzed in the EIR under CEQA, it is considered to be environmentally superior. Overall, VMT would be less than the 2015 RTP as this alternative would result in higher urban densities. Additionally, based exclusively on VMT, this alternative would result in slightly less air contaminant emissions, GHG emissions, and transportation impacts than the 2015 RTP. Further, this alternative would result in a decrease in the amount of agricultural lands that may be converted for other uses and the amount of habitat impacted (biological resources). The Accessibility Alternative is determined to be the environmentally superior alternative when considering overall environmental impact relative to the performance metrics and attainment of SB 375 requirements. However, although it is the environmentally superior alternative, this alternative is rejected because it would be legally and financially infeasible for SRTA to ensure that additional funding for development incentives (which are assumed to come from state grants such as Cap and Trade, Affordable Housing and Sustainable Development programs) would be available to influence the land use densities and patterns assumed with this alternative. SRTA has no authority to adopt local land use plans or approve local land use projects that will implement a more intensified land use pattern. SB 375 specifically provides that nothing in SB 375 supersedes the land use authority of cities and counties, and that cities and counties are not required to change their land use plans and policies, including general plans, to be consistent with an RTP/SCS. (Government Code §65080(b)(2)(J)). Further, although this alternative would reduce some environmental impacts compared to the 2015 RTP, this alternative would not avoid the significant unavoidable impacts related to conversion of agricultural lands, biological resources (wildlife movement), and cultural resources (historic structures). Therefore this alternative is also rejected.

FINDINGS ON CUMULATIVE IMPACTS

A. INTRODUCTION

Chapter 4 of the EIR includes an analysis of both project-specific and cumulative impacts of the proposed project, as required by CEQA. This EIR is a Program EIR that analyzes the effects of cumulative buildout of the 2015 RTP. The proposed 2015 RTP considers probable future projects included in the range of transportation projects designed to meet the plan goals and current and projected future needs, and the Final Program EIR analyzes the cumulative impacts of these projects. The cumulative effects of all probable future circulation system improvements are included in the analysis of the proposed project's impacts.

In Chapter 4.0, thresholds of significance for cumulative impacts are the same as those for direct, project-specific impacts, as authorized by CEQA case law. (*See Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059.) When project-specific impacts are judged to be significant, they also by definition are considered "cumulatively considerable" incremental contributions to significant cumulative impacts. (See CEQA Guidelines Section 15130(a).) Mitigation measures adopted for project-specific impacts in Sections IV and V of these findings also are feasible options for mitigating the proposed project's incremental contribution to significant cumulative effects. (See CEQA Guidelines Section 15130(b)(5).)

B. FINDINGS FOR SIGNIFICANT CUMULATIVE IMPACTS FOR WHICH PROJECT'S INCREMENTAL CONTRIBUTION HAS BEEN MITIGATED TO LESS THAN SIGNIFICANT LEVELS (CLASS II IMPACTS)

For the following impacts, SRTA hereby finds that in Section IV of these findings, mitigation measures have been identified in the EIR that will avoid or substantially lessen the proposed project's incremental contribution to the following significant cumulative impacts to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

- Impact AES-1: Mitigation Measures AES-1(a) – (d)
- Impact AES-2: Mitigation Measures AES-2(a) – (c)
- Impact AQ-1; Mitigation Measure AQ-1
- Impact AQ-3; Mitigation Measure AQ-3
- Impact B-1; Mitigation Measures B-1(a)-(j)
- Impact B-2; Mitigation Measures B-2(a)-(d)
- Impact CR-1 (for archeological and paleontological resources); Mitigation Measures CR-1(a)-(d)
- Impact G-1; Mitigation Measure G-1
- Impact G-2; Mitigation Measure G-2
- Impact GHG-1; Mitigation Measure GHG-1
- Impact W-1; Mitigation Measures W-1(a)-(e)
- Impact W-2; Mitigation Measures W-2(a)-(c)
- Impact W-3; Mitigation Measures W-3(a) – (b)

- Impact LU-1; Mitigation Measures for Impacts AES-2, AQ-1, AQ-3, and N-1 to N-3
- Impact LU-2; Mitigation Measures LU-2(a)-(c)
- Impact N-1; Mitigation Measures N-1(a)-(e)
- Impact N-2; Mitigation Measures N-2(a)-(b)
- Impact N-3; Mitigation Measure N-3

C. FINDINGS FOR SIGNIFICANT CUMULATIVE IMPACTS FOR WHICH PROJECT'S INCREMENTAL CONTRIBUTION HAS NOT BEEN MITIGATED TO LESS THAN SIGNIFICANT LEVELS (CLASS I IMPACTS)

For the following impacts, SRTA hereby finds that in Section V of these findings, mitigation measures have been identified in the EIR that will reduce the proposed project's incremental contribution to the following significant cumulative impacts, but not to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation are as follows:

- Impact B-3; Mitigation Measures B-3(a)-(b)
- Impact CR-1 (for historic structures); Mitigation Measures CR-1(a)-(d)
- Impact LU-5; Mitigation Measures LU-5(a)-(f)

STATEMENT OF OVERRIDING CONSIDERATIONS

SRTA adopts and makes this statement of overriding considerations concerning the Project's unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts.

The Environmental Impact Report (EIR) has identified and discussed significant effects that may occur as a result of the Project. As set forth in these CEQA Findings, SRTA has made a reasonable and good faith effort to eliminate or substantially mitigate the impacts resulting from the Project and has made specific findings on each of the project's significant impacts and on mitigation measures and alternatives. With implementation of the mitigation measures discussed in the EIR, most of the project's effects can be mitigated to a level of less than significant. However, even with implementation of all feasible mitigation, the project will result in significant and unavoidable impacts as follows:

1. Implementation of the 2015 RTP would impede wildlife movement, including fish migration, and/or impede the use of a native wildlife nursery. (Impact B-3)
2. Implementation of the 2015 RTP would disturb known and unknown cultural resources such as historic structures. (Impact CR-1)
3. Implementation of the 2015 RTP could convert agricultural lands including Prime Farmland and lands under Williamson Act contract to non-agricultural uses. (Impact LU-5)

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the project to the extent feasible, having considered the entire administrative record on the project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, SRTA hereby finds that the following legal, economic, social, and environmental benefits of the project outweigh its unavoidable adverse impacts and render them acceptable based upon the following considerations. Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, despite each and every unavoidable impact.

- a. The implementation of 2015 RTP transportation projects will provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region.
- b. The project will improve transportation mobility and accessibility in the county.
- c. The project will improve air quality by reducing emissions of ozone precursors compared to future No Project conditions.
- d. The SCS will contribute to a reduction in greenhouse gas (GHG) emissions from passenger vehicles and light trucks, helping the Shasta County area to achieve the regional GHG reduction targets set by the California Air Resources Board (ARB).
- e. The project will promote consistency between the California Transportation Plan 2025, the regional transportation plan and other plans developed by cities, counties, districts, Native American Tribal Governments, and State and Federal agencies in responding to Statewide and interregional transportation issues and needs.
- f. The construction of transportation projects will result in both short-term and long-term economic benefits to the Shasta County area and its residents. Transportation projects will indirectly provide for a number of jobs relating to construction and maintenance. The RTP program includes \$2.18 billion of transportation investments in the SRTA region. Other California MPO studies have shown that investments in regional transportation projects and programs provide numerous jobs locally (see, for example, SANDAG 2050 RTP-SCS, Technical Appendix 3, Table TA 3.1, average annual increase of 18,500 jobs).

MITIGATION MONITORING AND REPORTING PROGRAM

SRTA finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2015 RTP has been prepared for the project and has been adopted concurrently with these Findings (Public Resources Code, § 21081.6(a)(1)). The MMRP is described in the following sections.

A. PURPOSE AND INTENDED USE OF THE MMRP

The California Environmental Quality Act (CEQA) requires that an agency adopt a Mitigation Monitoring or Reporting Program (MMRP) prior to approving a project that includes mitigation measures. This MMRP has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines. The purpose of this MMRP is to ensure the adopted mitigation measures adopted in the findings of fact for the 2015 RTP are implemented, in accordance with CEQA requirements. The findings adopt feasible mitigation measures to reduce the significant environmental impacts of the 2015 RTP. This MMRP clarifies the process for SRTA and individual project lead agencies to ensure these mitigation measures are implemented, and designates responsibility for implementing, monitoring, and reporting mitigation.

B. MITIGATION MEASURES ADOPTED WITH THE 2015 RTP

The mitigation measures adopted in the 2015 RTP EIR findings are listed in Sections IV and V of these findings. Each mitigation measure identifies the parties responsible for implementation.

C. ENFORCEMENT

CEQA requires mitigation measures to be “fully enforceable” through the use of permit conditions, agreements, or other measures within each Lead Agency’s authority (Public Resources Code

21081.6(b)). The adopted mitigation measures are programmatic first-tier mitigation that can and should be implemented by other sponsor agencies during future project-specific design and environmental review. The Lead Agency for each future project is responsible for assuring the project-specific mitigation measures it adopts are enforceable.

D. IMPLEMENTATION AND REPORTING

SRTA shall designate a staff person (Executive Director of SRTA or Designee) to serve as Coordinator with the member agencies (those agencies that would act as Lead Agencies for further environmental review of individual transportation projects) for overall implementation and administration of this MMRP, and its application to future projects. Agencies considering approval of future projects under the 2015 RTP would utilize the Program EIR as a basis in determining potential mitigation measures for subsequent activities. The agencies responsible for implementing the mitigation measures, described as “the individual project lead agency” in the Program EIR, will be the lead agency for the individual future projects under the 2015 RTP. The project lead agency for individual projects will involve one of the following agencies: the cities of Anderson, Redding, and Shasta Lake City, Shasta County, Caltrans, and public transit agencies. The individual project lead agency, which will be the lead agency for individual future projects under the 2015 RTP, will be responsible to monitor mitigation measures that are required to be implemented for the project.

Mitigation measures will typically occur at, or prior to, the following milestones:

- *During individual environmental review.* These are measures that need undertaking during individual project-level environmental review of RTP transportation projects. These measures include items such as assessment of identification of specific project level noise reduction measures, and measures to reduce impacts on biological resources.
- *Prior to issuance of a grading permit.* These are measures that need to be undertaken before earth moving activities begin. These measures include items such as staking the limits of environmentally sensitive areas or vegetation to remain, confirming biological mitigation plans with resource agencies, and including pertinent design details in the project plans.
- *During project construction.* These measures are those that need to occur as the project is being constructed. They include monitoring the construction site for the proper implementation of dust and emission controls, erosion controls, biological protection, and examining grading areas for the presence of cultural materials.
- *Following construction.* These measures apply to project components that would go into effect at completion of the project construction phase, including items such as management or monitoring plans (e.g., revegetation, etc.).

RESOLUTION



RESOLUTION NUMBER:	15-10
SUBJECT:	Adopt Shasta County Regional Activity-Based Travel Demand Model (ShastaSIM v.1.1)

WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the federally designated Metropolitan Planning Organization (MPO) for the Shasta County region; and

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

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

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

WHEREAS, SRTA is responsible for updating and maintaining the region's travel demand model; and

WHEREAS, the Shasta County regional activity-based travel demand model (ShastaSIM (v.1.1)) is the technical tool used to assist in the updating of the regional transportation plan; and

WHEREAS, SRTA has completed development of the 2015 Regional Transportation Plan and Sustainable Community Strategy using ShastaSIM v.1.1; and

WHEREAS, the modeling methodology and results support SRTA's determination that the Sustainable Community Strategy, if implemented, would meet the California Air Resource Board's greenhouse gas reduction targets, as required under Senate Bill 375; and

WHEREAS, SRTA desires to provide an updated regional activity-based travel demand model for use in the Shasta County region;

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency:

1. Approves the updated Shasta County Regional Activity-based Travel Demand Model, ShastaSIM (v.1.1), for use in all travel modeling activities in the Shasta County region; and
2. Authorizes the executive director to make changes to the model and related documentation, as necessary, for approved projects in the region.

PASSED AND ADOPTED this 30th day of June, 2015, by the Shasta Regional Transportation Agency.

Missy McArthur, Chair
Shasta Regional Transportation Agency