

INITIAL STUDY

**2009 UPDATE OF THE
REGIONAL TRANSPORTATION PLAN
FOR SHASTA COUNTY**



Lead Agency
Shasta County Regional Transportation Planning
Agency
1855 Placer Street
Redding, CA 96001
(530) 225-5654

TABLE OF CONTENTS

PROJECT INFORMATION	1
FIGURE 1: PROJECT LOCATION	6
CEQA AND USE OF THE INITIAL STUDY	7
<u>EVALUATION OF PROPOSED PROJECT</u>	8
I. AESTHETICS	8
II. AGRICULTURE RESOURCES:	9
III. AIR QUALITY	10
IV. BIOLOGICAL RESOURCES	11
V. CULTURAL RESOURCES	13
VI. GEOLOGY AND SOILS	14
VII. HAZARDS AND HAZARDOUS MATERIALS	16
VIII. HYDROLOGY AND WATER QUALITY	18
IX. LAND USE AND PLANNING	20
X. MINERAL RESOURCES	21
XI. NOISE	22
XII. POPULATION AND HOUSING	23
XIII. PUBLIC SERVICES	23
XIV. RECREATION	24
XV. TRANSPORTATION/TRAFFIC	25
XVI. UTILITIES AND SERVICE SYSTEMS	26
XVII. MANDATORY FINDINGS OF SIGNIFICANCE	27
CEQA DETERMINATION	28

PROJECT INFORMATION

Project Title:

2009 Update of the Regional Transportation Plan for Shasta County

Lead Agency Name and Address:

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

Contact Person and Contact Information:

John Strahan, Senior Transportation Planner
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding CA 96001
(530) 225-5475
jstrahan@co.shasta.ca.us

Project Location:

Shasta County, California (see Figure 1).

Project Sponsor's Name and Address:

Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding CA 96001

General Plan Designation:

Various. There are four general plans in Shasta County – the County and three cities. The general plans allow all types of development, including residential, commercial, and industrial uses. The general plans also include areas designated for agriculture, timberland, minerals, open space, natural resource protection, and public lands.

Zoning:

Various. The zoning plans implement the general plans.

Description of Project:

The 2009 update of the Regional Transportation Plan (RTP) for Shasta County will be an update of the existing 2004 RTP. (The 2004 RTP may be viewed at www.scrtpa.org/RTplan.htm.) The RTP contains a discussion of regional transportation issues, challenges, and solutions over a 20 year timeframe. It includes goals, objectives, and policies for each transportation mode, as well as actions to be taken to implement them. The RTP also includes estimates of funding expected to be available.

The overall goal of the RTP is to provide a safe, balanced, coordinated, and cost-effective transportation system that conserves energy, preserves air quality, serves the mobility needs of the region, and is consistent with, and helps implement, local general plans.

The 2004 RTP indicates the future needs of the region including road expansion and improvements; new lanes, roads, and signals; bridge rehabilitation and replacement; maintenance of existing roads; airport maintenance and improvements; and an ongoing evaluation of public transit needs.

Overall, the transportation system in Shasta County still functions quite well. The area in and around the City of Redding experiences congestion at predictable locations during major commute times. Given the pattern of growth and development, these periods of congestion are predicted to increase in intensity and duration. Clearly, a plan to improve the infrastructure with consistent revenue streams is needed.

Purpose and Need:

The federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the California Government Code requires transportation planning agencies to update their RTP every five years if located in a federally designated air quality attainment area. The purpose of RTPs is to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that will serve the mobility needs of people and goods.

Surrounding Land Uses and Setting:

The project area consists of all of Shasta County. Shasta County is the geographic center and transportation crossroads of far northern California. It lies at the north end of the Sacramento Valley, 150 miles north of Sacramento, and 110 miles south of Oregon.

The County's 3,788 square miles range in elevation from 425 feet in the Sacramento Valley to 3,300 feet in the Fall River Valley, and over 10,000 feet in Lassen Volcanic National Park.

Shasta County has an estimated population of 182,236. There are three incorporated cities in the County (Redding, Anderson, and Shasta Lake), all contiguous and located in the south-central, non-mountainous region of the County. The largest unincorporated communities include Cottonwood, Palo Cedro, Burney, Fall River Mills, and Shingletown.

Most of the population and economic growth of Shasta County is expected to occur near the Interstate 5 corridor in the south-central region. This region contains about 335 square miles (about 9% of the County) and 85% of the County's population.

Prior Environmental Analysis:

An environmental impact report was prepared for the 1994 Regional Transportation Plan for Shasta County (SCH#94053019). Numerous environmental studies have been prepared for past and current transportation projects.

Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement):

Below is a summary of agency approvals which are typically needed for transportation projects, followed by a brief description of requirements:

Agency	Approval
California Department of Fish and Game	Streambed Alteration Agreement
California Regional Water Quality Control Board – Central Valley Region	Water Quality Certification
United States Army Corps of Engineers	Nationwide & Industrial Permits for "Waters of the U.S."
Federal Highway Administration	Funding & NEPA review
Federal Transit Administration	Funding & NEPA review
California Transportation Commission and Caltrans	Funding & NEPA review (as delegated by FHWA)

A Streambed Alteration Agreement is required through the California Department of Fish and Game (DFG) before any ground-disturbing activities occur in the 100-year floodplain of creeks and rivers.

Section 401 of the Clean Water Act requires that state water quality standards not be violated by the discharge of fill or dredged material into waters of the United States. The owner or operator of any facility or activity that discharges, or proposes to discharge, waste that may affect groundwater quality or from which waste may be discharged in a diffused manner (e.g. erosion from soil disturbance) must first obtain waste discharge requirements from the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Clean Water Act. The RWQCB also issues National Pollutant Discharge Elimination System Permits.

Section 404 of the Clean Water Act authorizes the U.S. Army Corps of Engineers (ACOE) to issue permits for discharges of dredged or fill material into waters of the United States.

Since some projects will involve federal funds, review under the National Environmental Policy Act (NEPA) may be required.

To ensure consistency with federal requirements, including NEPA, the following is a list of common federal requirements. This list is not intended to be exhaustive.

Federal Endangered Species Act: Requires formal or informal consultation with the US Fish and Wildlife Service or the National Marine Fisheries Service where it is likely that the project could affect a species listed federally as “threatened” or “endangered”.

Migratory Bird Protection Act: This Act, related international treaties, and domestic laws provide protection for migratory birds. The Migratory Bird Treaty Act established that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The Migratory Bird Treaty Act is the domestic law that affirms, or implements, the United States’ commitment to four international conventions (with Canada, Japan, Mexico, and Russia) for the protection of a shared migratory bird resource. Each of the conventions protects selected species of birds that are common to both countries (i.e. they occur in both countries at some point during their annual life cycle). The US Fish and Wildlife Service is the federal agency primarily responsible for protection of migratory birds.

Fish and Wildlife Coordination Act: The Fish and Wildlife Coordination Act provides for the equal consideration and coordination of wildlife conservation with other project features of federally funded projects.

Section 106 of the National Historic Preservation Act: Section 106 requires coordination with the State Historic Preservation Officer and the Advisory Council on

Historic Preservation regarding the effects a project may have on properties listed, or eligible for listing, on the National Register of Historic Places.

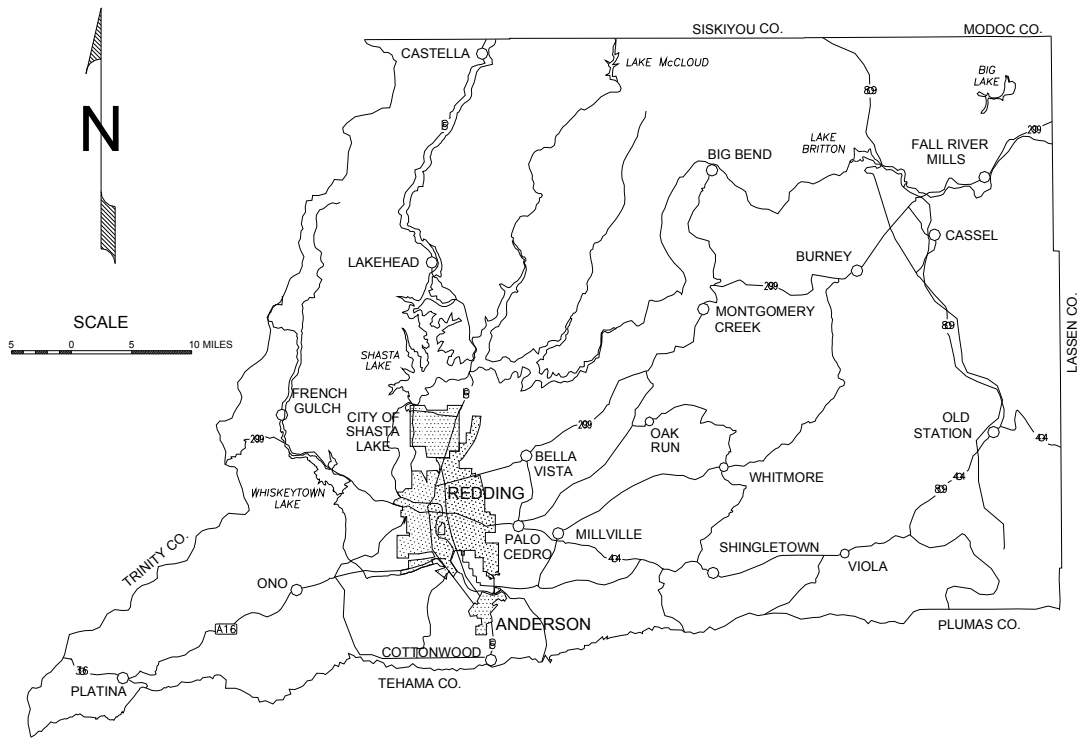
Federal Farmland Protection Act: Requires review to determine if prime agricultural soils or unique farmland would be impacted by the project. If so, a Farmland Impact Conversion Rating Form must be completed to determine level of significance in consultation with the Natural Resources Conservation Service.

Executive Order 13112 (Noxious and Invasive Plant Species): Requires federal agencies to prevent and control the introduction and spread of invasive species.

Executive Order 11990 (Protection of Wetlands): Requires federal agencies to follow avoidance, mitigation, and preservation procedures with public input before proposing new construction in wetlands. To comply, a federal agency would coordinate with the Army Corp of Engineers, under section 404 of the Clean Water Act, and mitigate for impacts to wetland habitats.

Executive Order 11998 (Floodplain Management): Requires all federal agencies to take actions to reduce the risk of flood loss, restore and preserve the natural and beneficial values in floodplains, and minimize the impacts of floods on human safety, health, and welfare.

FIGURE 1: PROJECT LOCATION



SHASTA COUNTY, CALIFORNIA

CEQA AND USE OF THE INITIAL STUDY

The California Environmental Quality Act, or CEQA, is a state statute (Public Resources Code Section 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future, while the specific goals of CEQA are for California's public agencies to:

- Identify the significant environmental effects of their actions, and either:
- a) Avoid those significant environmental effects, where feasible, or
 - b) Mitigate those significant environmental effects, where feasible.

Article 5 of the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.) provides criteria to lead agencies for determining whether a project may have significant effects. One of the primary thresholds involves whether or not the project complies with other applicable environmental laws (e.g. endangered species act, wetland permitting, water quality criteria, etc.) consistent with the terms specified in Article 5.

This initial study includes the following:

Project Information: This section includes the project description, environmental setting, land use, zoning, and contact information.

Evaluation of the Proposed Project: This section consists of a checklist used to systematically assess potential environmental issues by impact types. Determinations regarding project impacts and impact significance are based on references (see below), applicable agency standards, and other information in the record.

CEQA Determination: This section provides the staff-level determination regarding the level of environmental document to be prepared.

Staff has determined that an environmental impact report (EIR) is required. The EIR will consider all potential significant effects of the 2009 update of the Regional Transportation Plan (RTP). Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. Page 29 summarizes the issues determined to have potentially significant effects, and those issues that would have a less than significant effect.

The EIR will be programmatic in nature, addressing the types of impacts caused by transportation projects and identifying the types of mitigation measures that can reduce or eliminate those impacts. It will specifically address cumulative effects and growth inducing effects.

EVALUATION OF THE PROPOSED PROJECT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Evaluation:

Shasta County contains one California Officially Designated Scenic Highway (Highway 151 from Shasta Dam to near Summit City), west of the City of Shasta Lake.

Shasta County does not contain any officially designated wild or scenic rivers.

Projects listed in the RTP could adversely affect scenic vistas and resources, degrade the existing visual quality of an area, and/or create new sources of light or glare. This issue will be discussed in greater detail in the EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Convert Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
-

Impact Evaluation:

According to the "Shasta County Important Farmland 2006" map (prepared by the California Resources Agency), Shasta County contains 13,282 acres of Prime Farmland, 3,444 acres of Farmland of Statewide Importance, and 488 acres of Unique Farmland.

Transportation projects listed in the 2009 RTP could result in conversion of some of these farmlands, directly or indirectly. This issue will be discussed in more detail in the EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Evaluation:

Shasta County is currently classified as an attainment area for federal air quality standards. The County does not, however, meet California air quality standards for ozone and small particulate matter (PM10).

Transportation projects can decrease emissions by reducing congestion and improving overall circulation. However, according to California Department of Finance estimates, the population of Shasta County is projected to exceed 260,000 in 2030 (the RTP timeframe), a 43% increase over a 2008 population of 182,236. More analysis is needed to determine if the RTP contributes to increases in air pollution levels. The EIR will address this issue.

The effects of greenhouse gas emissions on climate change will also be evaluated in the EIR, consistent with AB 32 and evolving guidance related to AB 32.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

IV. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Evaluation:

Transportation projects have the potential to impact candidate, sensitive, or special status plants and animals known to occur in the region; riparian and other sensitive environmental communities; federally protected wetlands; and the movement of wildlife.

Projects listed in the RTP are typically allowed in all areas, and may conflict with policies to protect biological resources or conservation plans.

Potential effects on biological resources will be discussed in the EIR. Although it is beyond the scope of an EIR for the RTP to conduct ground level surveys, an EIR could establish a framework for future review of transportation projects.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Evaluation:

Transportation projects have the potential to impact cultural resources. Although it is beyond the scope of an EIR for the RTP to conduct ground level surveys, an EIR could establish a framework for future review of transportation projects.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

VI. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Evaluation:

Although not as active as some areas of the State, Shasta County is a seismically active region. Earthquake activity has not been a serious hazard in Shasta County's history, nor is it probable that it will become a serious hazard in the future. The California Division of Mines and Geology has prepared maps that identify Alquist-Priolo Earthquake Fault Zones in Shasta County. These maps affect some rural areas in northeastern Shasta County.

Landslides can occur throughout Shasta County. They are more prevalent in the eastern and northern portions of the County and are commonly related to the sedimentary and volcanic rocks in these vicinities.

Areas of potential liquefaction are located in the north central valley area previously referred to as the south-central region of Shasta County.

Most of Shasta County is characterized by moderately expansive soils with areas of low expansiveness in the south-central region and southeastern corner of the County. Small scattered areas of highly expansive soils occur in the mountains of some areas of the County. This hazard is identifiable through standard soil tests. Its effects on structures can be mitigated through the requirement of proper engineering design and standard corrective measures.

Potential impacts involving geology and soils will be discussed in an EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
-

Impact Evaluation:

Construction of transportation projects involves vehicles carrying hazardous materials (such as gasoline, diesel, oil, antifreeze, brake fluid, etc.). Hazardous materials may be used in construction activities (e.g. paint). Although the presence of these materials raises the potential for impacts due to spills, leaks, etc., the requirements of standard permits issued by the Regional Water Quality Control Board and Department of Fish and Game reduce the potential for impacts from hazardous materials. Standard requirements include keeping stored hazardous materials away from waterways, inspecting equipment for leaks, and promptly cleaning up spills.

Transportation projects may be located in areas with hazardous materials. Although it is beyond the scope of an EIR for the RTP to conduct an evaluation of all project sites, an EIR could identify known sites and establish a framework for future review of transportation projects.

Generally, transportation projects near airports do not pose a significant hazard for people residing or working in the project area. Airport-related transportation projects typically involve safety improvements.

Transportation projects typically improve circulation. Emergency response plans and/or emergency evacuation plans should be reviewed for potential conflicts with the RTP. Transportation improvements would likely improve emergency response and evacuation routes.

Transportation projects typically improve traffic safety and emergency access. Potential impacts due to wildfires should be reduced.

Based on the above, potential impacts involving hazards and hazardous materials should be explored in greater detail in the EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Insurance Rate Map or other flood hazard delineation map? (NA - not a housing project) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
-

Impact Evaluation:

Standard required permits from the Regional Water Quality Control Board and Department of Fish and Game reduce potential impacts to water quality. These permits always require control of soil erosion. The Shasta County Grading and Erosion Control Standards also reduce potential erosion.

Transportation projects do not substantially impact groundwater resources or other water supplies.

Transportation projects typically include drainage studies and hydraulic studies which are intended to ensure no significant impacts.

The RTP will not place housing within a 100-year flood zone.

Shasta County is not subject to inundation by seiche, tsunami, or mudflow.

Due to potential significant effects involving hydrology and water quality, this issue will be discussed in greater detail in the EIR. Although it is beyond the scope of an EIR for the RTP to conduct detailed studies for specific projects, an EIR could establish a framework for future review of transportation projects.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

IX. LAND USE AND PLANNING. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Physically divide an established community? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
-

Impact Evaluation:

Transportation projects listed in the 2009 RTP could result in potentially significant effects on land use and planning. These potential effects will be discussed in an EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

X. MINERAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
-

Impact Evaluation:

Mineral resources are shown on the Shasta County General Plan. The state's list of mines regulated under the Surface Mining and Reclamation Act (AB 3098) has 38 active mines listed. A review of the list reveals some of the mines are in the vicinity of transportation facilities.

The transportation projects identified in the 2009 RTP will not adversely affect known mineral resources. Therefore, potential impacts to mineral resources are considered less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Evaluation:

Some projects listed in the 2009 RTP could result in increased noise levels. Construction of transportation projects will result in temporary increases in noise levels. This issue will be discussed in detail in the EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XII. POPULATION AND HOUSING. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. PUBLIC SERVICES.

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Fire Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION. Would the project:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?
-

Impact Evaluation:

Projects listed in the 2009 RTP may induce population growth in an area by improving access. This issue will be discussed in the EIR.

The projects listed in the 2009 RTP will not displace housing or displace people necessitating replacement housing.

The projects in the RTP will not adversely affect public services. Transportation projects typically improve access, including emergency access for police and fire vehicles.

The projects in the RTP will not adversely affect recreation facilities. Transportation projects typically improve access to recreation facilities.

XV. TRANSPORTATION/TRAFFIC. Would the project:

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency (CMA) for designated roads or highway? (N/A: Shasta County has no CMA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Evaluation:

The projects and policies of the 2009 RTP may allow increased volumes of traffic on certain roads, and/or alter existing traffic patterns.

Transportation projects typically reduce hazards and result in improved emergency access. Parking will not be adversely affected. The 2009 RTP will support alternative transportation.

Transportation and traffic will be discussed in detail in the EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project, which serves or may serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Evaluation:

Projects listed in the 2009 RTP will not generate wastewater, and will not require a water supply (other than short-term during construction).

The projects may result in new or modified storm water drainage facilities, which could cause a potentially significant effect. This issue will be discussed in the EIR.

Most solid waste created as a result of transportation projects (such as bridge replacements or road realignments) is typically reused or recycled. Only a small percentage of the waste accepted at the County's public landfill (the West Central Landfill) is waste from transportation projects. The landfill is estimated to have enough space to accommodate waste disposal needs through the year 2023. Potential impacts to the landfill are considered less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (See sections IV and V.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (See section XII and refer to prior environmental documentation listed in the reference section)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (See sections I - III and VI -XVI)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Based on the initial study checklist, it has been determined that adoption of the 2009 update of the Regional Transportation Plan has the potential to have significant effects involving the following issues, which will be discussed in detail in the EIR:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Aesthetics • Agricultural resources • Air quality • Biological resources • Cultural resources • Geology and soils • Hazards and hazardous materials | <ul style="list-style-type: none"> • Hydrology and water quality • Land use and planning • Noise • Population and housing (growth inducement) • Transportation/traffic • Utilities and services systems (storm water facilities) |
|---|--|

Based on the initial study checklist, it has been determined that adoption of the 2009 update of the Regional Transportation Plan will have a less than significant effect involving the following issues. The EIR will limit discussion to a brief explanation of why potential effects are less than significant.

- Mineral Resources
- Population and housing (displace substantial numbers of housing or people)
- Public services
- Recreation
- Utilities and service systems (except storm water facilities)

CEQA DETERMINATION: (To be completed by Lead Agency)

On the basis of the initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, no subsequent or supplemental EIR is required as the provisions of CEQA Guidelines Section 15162 do not apply. An addendum to the EIR (Section 15164), however, would be appropriate since changes and additions have been incorporated into the project, which further clarify mitigation, monitoring and reporting responsibilities (see above comments and summary recommendation).



Signature

September 18, 2008

Date

John Strahan
Printed Name