Print Form

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2014022018

Project Title: 2022 Regional Transportation Plan and Sustainable Communities Strategy for the Shasta Region

Lead Agency: Shasta Regional Transportation Agency

Contact Name: Jenn Pollom

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Project Location: Shasta County

City *County*

Project Decription (Proposed actions, location, and/or consequences).

The SEIR for the 2022 RTP/SCS will be a supplement to the 2015 RTP Program EIR and 2018 RTP/SCS SEIR (State Clearinghouse # 2014022018). This is the appropriate level of environmental documentation for the 2022 RTP/SCS because changes to existing conditions (including regulatory updates), the transportation project list, and land use scenario evaluated in the 2022 RTP/SCS are expected to be minor relative to the 2015 RTP and 2018 RTP/SCS and would not substantially increase the severity of impacts previously identified. The 2022 RTP/SCS will address all transportation modes including motor vehicles, public transit (commuter and local), passenger rail, goods movement (rail freight and trucking), bicycle and pedestrian facilities and programs, aviation systems, intelligent transportation systems (ITS), and transportation systems management (TSM) programs and projects within the horizon year of 2042. Specifically, the RTP component is intended to meet the region's transportation goals regarding current and future mobility needs through the identification of policies, actions, and a list of projects which will address these needs. The RTP will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout the Shasta Region. The 2022 RTP will include a Sustainable Communities Strategy (SCS) element, as required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates reductions in regional greenhouse gas (GHG) emissions from passenger cars and light-duty trucks in accordance with targets established by CARB for each of t

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Air Quality - Potentially Significant Impacts. Mitigations include measures to control construction related air pollutant emissions, and measures to reduce health risks associated with air toxics.
Greenhouse Gas Emissions - Potentially Significant Impacts. Mitigations include measures to reduce GHG from construction.
Transportation - Significant and Unavoidable Impacts to VMT. No feasible mitigations possible.
Tribal Cultural Resources - Potentially Significant Impacts. Mitigations include measures that avoid and preserve the resources through project design and measures to preserve tribal cultural resources if they are found during ground disturbing activities.
Wildland Fire - Potentially Significant Impacts. Mitigations include measures to reduce risk of wildfire though adherence to local hazards plans, use of fire resistant vegetation, submittal of a fire safety plan, prohibition of construction activities during high hazard occurrences, and the requirement of fire extinguishers on site during construction.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Provide a list of the responsible or trustee agencies for the project.

California Department of Fish and Wildlife;
California Department of Transportation (Caltrans) District 2;
California Transportation Commission (CTC);
California Public Utilities Commission's Rail Crossings Engineering Section (RCES);
Regional Water Quality Control Board #5;
Cities of Redding, Anderson, and Shasta Lake;
County of Shasta;
Federal Land Management Agencies (FLMA) - Bureau of Land Management (BLM), the Fish and Wildlife Service (FWS) Region 1, the National Park Service (NPS) and the Forest Service (USFS);
Federal Railroad Administration (FRA);
U.S. Army Corps of Engineers;
US Bureau of Reclamation;
Redding Area Bus Authority (RABA);
Nor-Rel-Muk Nation,
Redding Rancheria,
Winnemem Wintu Tribe,
Wintu Tribe of Northern California, and
Local transit providers and airport operators.