

NEGATIVE DECLARATION

Mariposa County Regional Transportation Plan

July 2023

PREPARED FOR:

Mariposa County Local Transportation Commission
4639 Ben Hur Road
Mariposa, CA 95338

PREPARED BY:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 310
Visalia, CA 93291

Initial Study/ Negative Declaration

**Mariposa County
Regional Transportation Plan**

Prepared for:

Mariposa County Local Transportation Commission
4639 Ben Hur Road
Mariposa, CA 95338
(209) 966-5356
Contact: Jeannie Morvay-Clayton

Prepared by:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 310
Visalia, CA 93291
(559) 840-4414
Contact: Travis Crawford, AICP

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Chapter 1

INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study / Negative Declaration (IS/ND) on the potential environmental effects of the adoption of the Mariposa County Regional Transportation Plan (RTP or Project). The RTP is a comprehensive document outlining proposed transportation policies, actions and funding recommendations to meet the needs of Mariposa County residents over the next 25 years (2022 – 2047). The proposed Project is more fully described in Chapter Two – Project Description.

The Mariposa County Local Transportation Commission (MCLTC or Commission) will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

1.2 Document Format

This IS/ND contains four chapters, and appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact”. The lead agency must describe the mitigation

measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

- (1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Negative Declaration is appropriate if it is determined that:

- (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document contains the analysis to support the determination that the environmental impacts of the proposed Project are less than significant and therefore a Negative Declaration will be adopted.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Background

The Mariposa County Local Transportation Commission (MCLTC or Commission) has developed a Regional Transportation Plan (RTP or Plan) which is a comprehensive document outlining proposed transportation policies, actions and funding recommendations to meet the needs of Mariposa County residents over the next 25 years (2022 – 2047). The RTP is included in this document as Appendix A.

As required by State law, the County's RTP must be updated and submitted to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) at least every five years. The RTP supports the California Transportation Plan (CTP) 2050 vision of a "safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health". The last updated RTP for Mariposa County was in 2017.

MCLTC created the RTP in coordination with the general public (via two public meetings and an online survey) as well as with other agencies such as Caltrans, local Native American Tribal organizations and other local groups.

Mariposa County is typical of many rural counties in California in that the County's existing transportation system and widely scattered population, topography, and lack of funding limit alternative solutions to transportation-related problems. The automobile is the primary mode of moving people in the County, and trucking is the primary mode of moving goods and commodities. The use of other modes of transportation has been limited because of lack of facilities, distance between communities, and lack of an economic base to provide support.

A transportation system provides mobility to sustain social, economic, and recreational activities. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions, such as safety hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, policies, and implementation measures of the RTP are intended to guide the development of a transportation system that will maintain and improve the quality of life in Mariposa County over the next 25 years. To this end, consistency with the California Interregional Transportation Strategic Plan, the California Transportation Plan, and the California Strategic Highway Safety Plan strategies are important parts of the overall goals and policies of the RTP. In addition, the 2017 RTP Guidelines for RTPAs to address

GHG emissions and VMT reduction were considered as part of the overall transportation investment strategies for the plan.

As discussed in greater detail in Section 2.6 (Program vs Project Level CEQA Analysis), specific development is not being proposed under this RTP, and adoption of this CEQA document would not authorize any development. MCLTC's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended as a guidance document with the ultimate vision of a comprehensive multi-modal transportation system for Mariposa County.

2.2 Goals, Policies & Vision

A summary of the RTP goals, objectives, and policies for the Mariposa County Transportation System is provided below. These goals, objective and policies cover both short-range and long-range desired outcomes and are consistent with the policy direction of the Mariposa County General Plan, transit policies for the County, the bicycle and pedestrian plan for the County, and the federal Bipartisan Infrastructure Law. They also reflect input provided from the public. Given the limited transportation dollars available, the goals, objectives, and policies reflect a balanced approach and focus on the most feasible desired outcomes.

The goals of the RTP were created based on the following regional vision:

Create safe, efficient, and economically feasible regional transportation that:

- enhances livability for both residents and visitors while maintaining the rural character of Mariposa County
- serves the social, cultural, economic, and environmental needs of the county, considering transit, bicycle, pedestrian, parking, aviation, and freight transportation; and
- is maintained in good condition and improved to meet future needs, considering existing and new land use development in the county, interregional travel, and the effects of changing climate.

The RTP contains several goals supporting this vision. They are summarized as follows:

Goal 1: Highways

Develop an adequate, safe, and efficient regional roadway system for vehicle travel with accommodations for walking and biking while maintaining the rural character of Mariposa County.

Goal 2: Transit

Provide an efficient and coordinated regional and local transit system that serves both urban and rural areas, including transportation opportunities for disadvantaged and older persons who have fewer transportation options, and to visitors to reduce dependence on personal vehicles, reduce VMT and GHG, and improve air quality.

Goal 3: Active Transportation

Develop a safe and efficient regional system of bicycle, pedestrian, and equestrian facilities to accommodate, encourage, and increase safe active transportation use in Mariposa County. This serves residents and visitors, especially those with fewer transportation options, reducing VMT and GHG and improving air quality.

Goal 4: Aviation

Develop and maintain a fully functional and integrated air service and airport system as a component of the Mariposa County regional transportation system.

Goal 5: Air Quality and Greenhouse Gases

Support achievement and maintenance of air quality standards for Mariposa County as established by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

Goal 6: Transportation Financing

Develop and support regional transportation financing strategies that provide for a continuous implementation of Regional Transportation Plan projects and strategies.

Goal 7: Goods Movement

Support the transport of suitable products and materials while minimizing negative impacts on the local road system.

Goal 8: Management of the Transportation System

Minimize traffic congestion by increasing the efficiency of the existing transportation system through transportation system management (TSM) techniques and transportation demand management (TDM) techniques.

Goal 9: Land Use

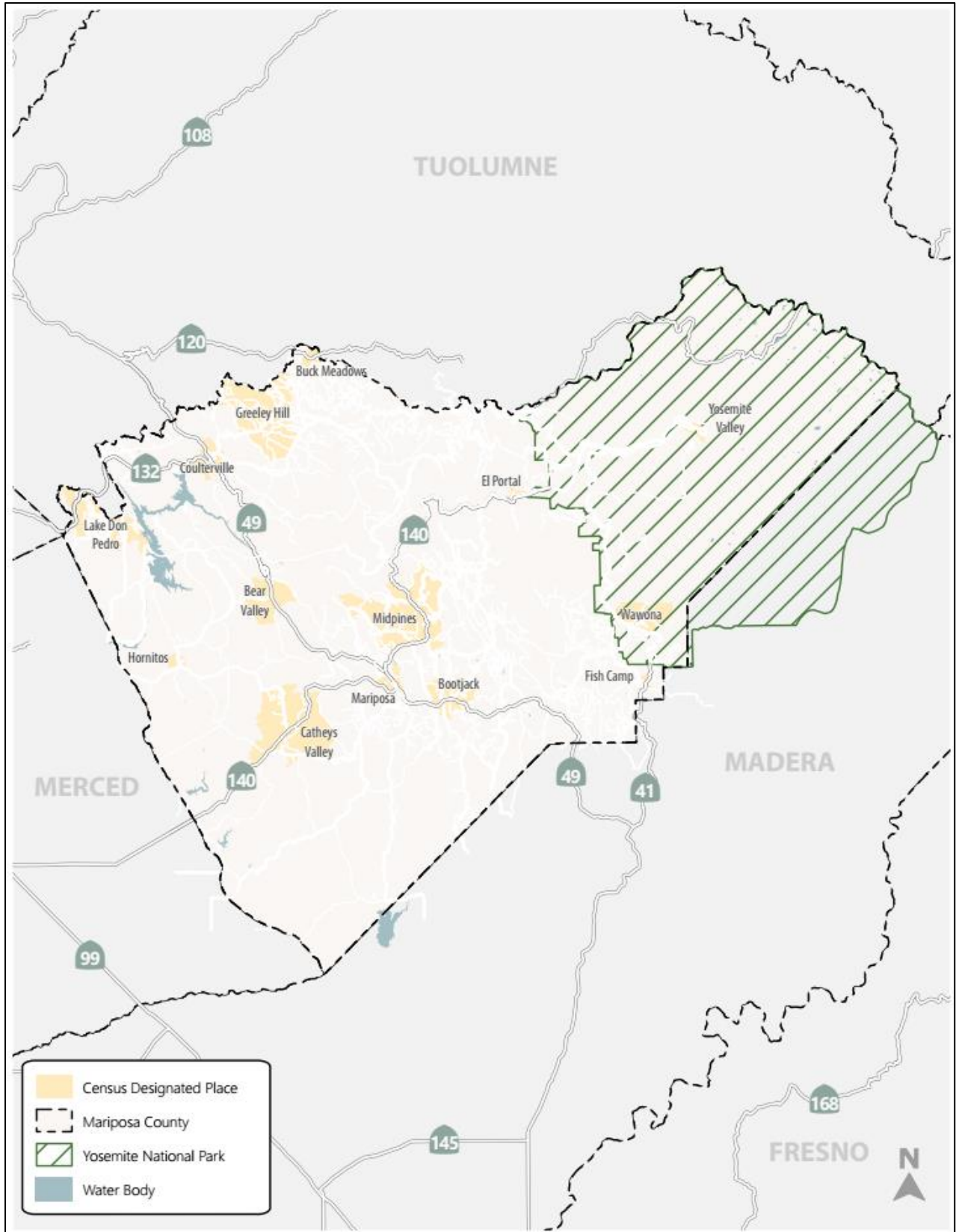
Improve livability in the county through coordinated decision-making in land use and transportation.

2.3 Project Location

The various components/improvements recommended by the RTP are located throughout Mariposa County. The County is located in the western foothills of the Sierra Nevada Mountains. Bordering counties include Stanislaus, Tuolumne, Madera and Merced. While there are no incorporated cities, there are “planning areas” and “growth areas” in the County. Planning areas are identified by the General Plan as towns, communities, and special planning areas. Planning areas are implemented by area plans adopted by the Board of Supervisors. “Area plans” are adopted to meet the needs of each town, community, or uniquely identified special area of the county. An adopted area plan establishes the extent of land uses for each land use classification in that planning area. Generally, area plans address residential, commercial, industrial, public, and other land use classifications. Town planning areas represent the rural scale “urban” development centers for the county. Town planning areas are specifically designated as locations in the County where policy mandates a broad and comprehensive mixture of land uses and zoning. A mixture of housing types and styles for all economic segments of the County are disbursed throughout the town planning areas. The County has adopted town planning area specific plans for Mariposa, Coulterville, Fish Camp, and Wawona.

A significant portion of Yosemite National Park lies within Mariposa County, including Yosemite Valley, which receives the majority of Park visitors. See Figure 1 – Regional Location.

Figure 1
RTP Regional Location



2.4 Setting and Existing Facilities

Environmental Setting

Mariposa County's diverse geography includes the eastern Central Valley, oak-covered foothills, and the high mountains of Yosemite National Park. The General Plan land use element indicates there are three broad areas of land use that characterize the existing land use pattern in Mariposa County. In the eastern portion of the county, public lands that are oriented to recreation and resource uses dominate the land pattern. In the west, agricultural uses are primary. The remainder of the county to the north and south, contain rural residential areas, as well as smaller town and village communities that contain the majority of commercial and industrial uses and higher-density housing. The County has established policies concerning Williamson Act lands to help preserve farmland and open space.

Existing Roadway Network

Most travel in Mariposa County is by automobile, and it will continue to be so over the life of the RTP and beyond. The roadway network within the unincorporated parts of the County is rural in character, mainly serving small communities, tourism, recreation, and agriculture uses. State highways are the primary transportation corridors extending through the County and serve all the County's major population centers. Other County arterials and a network of federal, state, local public, and private roads constitute the remainder of the roadway system. The state highway network serves primarily intercity and inter-county regional travel and interregional tourism, while the County's roadways serve local trips.

Tourism traffic may add increasing demands on the roadway system; however, visitors to Yosemite National Park, the largest driver of tourism in the county, have dropped in recent years after peaking in 2016. The ongoing impacts of the COVID-19 pandemic and emerging transportation technologies may change the way people travel in the long term, but the automobile is expected to continue to be the dominant mode of transportation. Stresses on the roadway system induced by climate change may add demands for investment in the roadway network in coming years.

The aging population of the county and increasing desire in the general population for non-automotive transportation options is likely to increase the demand for transit. The desire for non-automotive transportation options also points to needs for investing in bicycle facilities and sidewalks.

Figure 2 shows the major routes in the regional roadway system according to federal functional classifications. These classifications indicate the operational hierarchy of the roadway system:

State Highways are maintained by Caltrans and constitute routes of interregional significance whose design provides for relatively high overall travel speeds, with minimum interference to through movement. These routes provide for travel into, out of, and through the County.

Major Collectors provide access to more localized destinations for regional traffic. These roads are designed to provide access for regional traffic between state routes. Narrow lanes and shoulders limit the carrying capacity of some collectors. Major collectors are “on-system” facilities that are eligible for federal aid. County roads that are designated as major collectors are:

- Bear Valley Road
- Merced Falls Road
- Hornitos Road (access to Hornitos)
- Darrah Road
- Greeley Hill Road (access to Greeley Hill)
- Carleton Road
- Ben Hur Road

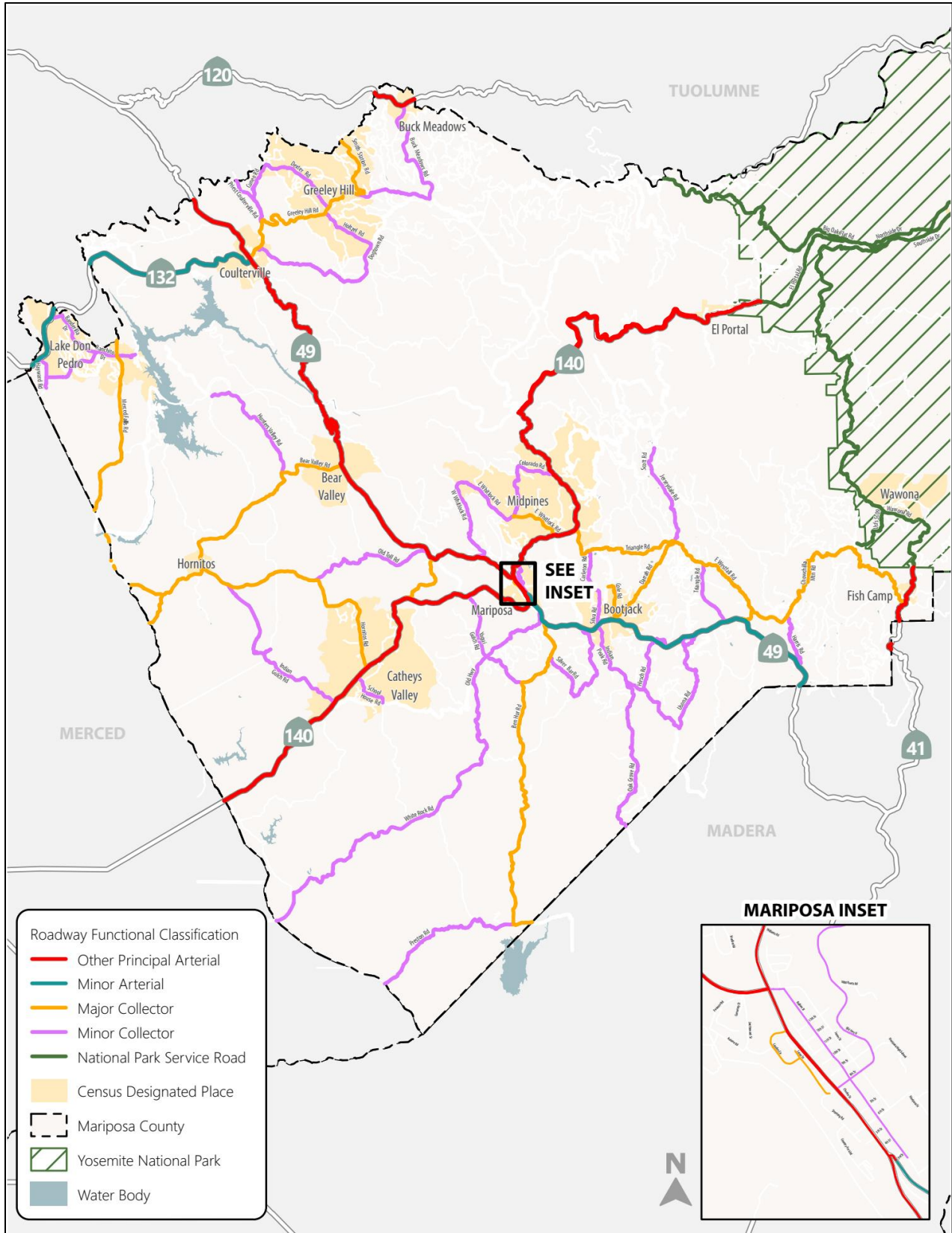
Minor Collectors are similar in character to major collectors but are generally more rural with less traffic. Minor collectors are not eligible for federal aid, but the Highway Bridge Program (HBP) will replace or repair bridges, and rehabilitation can be funded through the State Transportation Improvement Program (STIP).

Local Roads consist of all roads not designated otherwise.

County Roads

The County maintains approximately 564 centerline miles of roadways, 360 paved and 204 unpaved. These roadways are mapped by functional classification in Figure 2.

**Figure 2
Population Centers and Roadway Networks**



2.5 Project Description

The proposed project under CEQA is the adoption of the Mariposa County RTP. The RTP is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years (2022-2047). The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. The 2022 update of the Mariposa County RTP reflects the latest project funding and planning assumptions, updates regional issues and policies, and updates performance measures for tracking plan progress.

Transportation improvements proposed in the RTP cover all modes of travel reflecting a system planning approach within Mariposa County. Improvements are categorized as short-term (2022 - 2032) or long-term (2032 - 2047). The RTP provides a full description of conceptual and proposed transportation improvements throughout the County (See Appendix A).

The Mariposa County RTP is divided into five Chapters plus appendices as described below:

1. **Executive Summary:** Provides an overview of the plan and its components.
2. **Introduction:** Describes why and how the plan was developed, the regional setting and key characteristics of Mariposa County and its population, and other trends likely to impact the future of transportation in Mariposa County. Key characteristics identified include a slow population growth rate and an aging population.
3. **Policy Element:** Describes the key issues relevant to planning in Mariposa County, other plans that affect the development of the RTP, and public participation in the development of the plan. The policy element also describes issues affecting transportation planning in the County. These issues include:
 - Safety on State highways and pavement conditions on local roads
 - Concerns about vegetation management along roadways
 - Lack of ample parking within Mariposa activity centers and communities
 - Lack of bicycle and pedestrian paths, trails, and other facilities
 - Public desire for increased transit connections and more frequent service
 - Concerns about appropriate lighting

The policy element also presents the goals, objectives, and performance measures for the plan, including those for highways, transit, active transportation, aviation, air quality

and greenhouse gases, transportation financing, goods movement, transportation system management, and land use.

4. **Action Element:** Identifies current conditions of each transportation mode and short- and long- term actions to address the needs of the transportation system and to meet the goals and objectives of the RTP. The Action Element addresses each of the following modes and topics:
 - Roadway Network
 - Public Transit
 - Bicycle and Pedestrian Facilities
 - Aviation
 - Goods Movement
 - Intelligent Transportation Systems
 - Transportation Systems Management
 - Air Quality and Greenhouse Gases
 - Transportation Safety and Security

5. **Financial Element:** Outlines the financial assumptions and forecasts of transportation costs and revenues necessary to implement the Action Element. The Financial Element presents a constrained funding scenario that includes revenue that is reasonably expected to be available from existing funding mechanisms over the horizon of the RTP, including projections of the future STIP and federal transportation funds. The Financial Element also summarizes funding programs available to Mariposa County.

The RTP contains a list of planned projects, including estimated costs and funding sources.

Please refer to Appendix C of the RTP for the full lists.

2.6 Program vs Project Level CEQA Analysis

As discussed previously, the Project (under CEQA), is the adoption of the proposed RTP. The RTP is a program/policy-level document, which means it does not provide project-specific construction details that would allow for project-level CEQA analysis. Furthermore, specific development is not being proposed under this RTP and adoption of this CEQA document would not authorize any development. Information such as precise project locations, project timing,

funding mechanisms, material types, types of equipment and ultimately construction drawings will be required in order for future “project-level” CEQA analysis to occur. Therefore, this CEQA document has been prepared at a “program-level”. Under CEQA, a programmatic document is prepared on a series of actions that can be characterized as one large project and/or for a project that will be implemented over a long period of time. This CEQA document, prepared at a program level, is therefore adequate for adoption of the RTP by Mariposa County.

As Lead Agency, Mariposa County is responsible for adoption of this CEQA document and for future CEQA actions related to potential buildout of the RTP.

Implementation of the physical components of the RTP will occur over years to decades as funding and/or approval occur. Many of the individual projects contained in the RTP will be subject to various CEQA Exemptions, while others may likely be analyzed using a Mitigated Negative Declaration or additional National Environmental Policy Act (NEPA) documentation, depending on funding source. The level of documentation will be decided by the implementing agency. Table 1 below provides typical examples of the type of CEQA documentation that may be required for certain types of projects.

Table 1
Typical Environmental Requirements

Project Type	CEQA Exemption	Initial Study / Mitigated Negative Declaration	NEPA / other technical studies
Minor restriping, repaving, maintenance / rehabilitation, transit facilities, signage, other minor projects	X	X	
Roadway expansion, bridge replacement, new dedicated paths, etc.		X	X

CEQA Exemptions

Typical exemptions for transportation projects include:

- Section 15282 (j) – A project for restriping streets or highways to relieve traffic congestion.
- Section 15301 (c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

- Section 15304 (h) – The creation of bicycle lanes on existing rights-of-way.

Initial Study / Mitigated Negative Declarations

An Initial Study and Negative – or Mitigated Negative Declaration may be required when a project *may* have a significant impact on the environment. Examples include projects that involve construction in a potentially biological / culturally sensitive area, have potential impacts to existing traffic, have negative aesthetic impacts, or other reasons. Although it is not anticipated that future projects would require full-scale environmental impact reports (EIR), if significant and unavoidable impacts were to occur as a result of a project, an EIR may be required.

NEPA and other technical studies

When a project will be constructed using federal aid transportation funds, it may trigger NEPA requirements. Federal aid transportation funding in particular requires coordination through Caltrans, which can result in the preparation of a Preliminary Environmental Screening (PES) Form, and Environmental Assessment (EA), and/or the preparation of other technical studies (biological, cultural, traffic, etc.).

2.7 Other Required Approvals

The proposed project would include, but not be limited to, the following regulatory requirements:

- The adoption of this Negative Declaration by Mariposa County.
- Compliance with other federal, state and local requirements.

Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title:

Adoption of the Mariposa County Regional Transportation Plan

Lead agency name and address:

Mariposa County Local Transportation Commission
4639 Ben Hur Road
Mariposa, CA 95338

Contact person and phone number:

Shannon Hansen, Executive Director
Jeannie Morvay-Clayton, Transportation Planner
(209) 966-5356

Project location:

See Section 2.1

Project sponsor's name/address:

Mariposa County Local Transportation Commission

General plan designation:

Various, County-wide project

Zoning:

Various, County-wide project

Description of project:

See Section 2.3

Surrounding land uses/setting:

See Section 2.2

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

See Section 2.5

California Native American Tribal Consultation:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun or is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB) 52, potentially affected Tribes were formally notified of this Project and were given the opportunity to request consultation on the Project. No further consultation was requested. See Section 3.17 – Tribal Cultural Resources for more information.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|------------------------------------------------------|---------------------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

3.3 Determination

Based on this 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Shannon Hansen
Executive Director
Mariposa County Local Transportation Commission

Date

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact aesthetic resources. Construction and operation of project components contained in the RTP could potentially impact scenic resources and vistas; degrade the existing visual character of the area; and/or create a new source of light or glare. Although most of the project components are at ground level and would not impose a significant visual impact, there are components such as signage, roadway lighting, bridge work, etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to aesthetic resources.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any aesthetic impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d. Result in the loss of forest land or conversion of forest land to non-forest use?
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact agricultural or forestry resources. Construction and operation of project components contained in the RTP could potentially impact agricultural resources; conflict with Williamson Act parcels; and/or impact forest land resources. Although most of the project components would occur within existing right of way and outside of agricultural or forest land, it is conceivable that potential road widenings, a new trail or similar projects could be placed on or near such lands. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to agricultural and forest resources.

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be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any agricultural or forestry impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mariposa County is located within the Mountain Counties Air Basin and is under the jurisdiction of the Mariposa County Air Pollution Control District.

RESPONSES:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. 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?
- c. Expose sensitive receptors to substantial pollutant concentrations?
- d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

No Impact. The main intention of the RTP is to rehabilitate the current road base and improve existing and future circulation within the County wherever possible. With this focus, improvements in the RTP may benefit regional air quality by reducing congestion on major roads within the County. Some of the route improvements proposed in the RTP could have direct impacts on air quality,

sensitive receptors, or create objectionable odors on a project-specific basis during construction. The Clean Air Act sets national ambient air quality standards for various air pollutants, including carbon monoxide, ozone, oxides of nitrogen, sulfur dioxide and particulate matter.

Construction and operation of project components contained in the RTP could potentially impact local and regional air quality. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to air quality and mitigation measures to reduce the impacts.

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Adoption of the RTP alone would not create any air quality impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mariposa County contains a variety of natural communities that are generally considered sensitive, such as riparian, oak woodland, forests, streams, rivers, wet meadows, and vernal pools. Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special-status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance.

There are numerous protected plant and animal species within Mariposa County. These species are presumed present at any given time throughout their habitat range. Some species require localized micro-habitats, while others are highly mobile and may occur throughout the County. The County contains two CDFG designated sensitive natural communities including: Big Trees Forest and Central Valley Drainage Hardhead/Squawfish Stream.

RESPONSES:

- a. Have a substantial adverse 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?

- 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?
- c. 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?
- d. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- e. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact biological resources. Many of the documented special-status species may be directly or indirectly affected by RTP projects within the County if the improvements are to encroach on the species' habitat, or movement corridors. Although most of the potential project components would occur within existing right of way and outside of biologically sensitive areas, it is conceivable that potential road widenings, bridge work, a new trail or similar projects could be placed on or near such lands. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to biological resources.

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Adoption of the RTP alone would not create any biological impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact cultural resources. Although most of the potential project components would occur within existing right of way and outside of culturally sensitive areas, it is conceivable that ground disturbance from potential road widenings, bridge work, a new trail or similar projects could occur near culturally sensitive areas. Potential impacts may include being in close proximity to historical structures or buildings, unearthing buried cultural resources, etc. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to cultural resources.

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Adoption of the RTP alone would not create any cultural resource impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

VI. ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Construction and operation of project components contained in the RTP could potentially result in energy impacts. Although the project components do not (by themselves) use significant energy (once constructed), it is conceivable that potentially significant energy use could occur during construction. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to energy resources.

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be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any energy impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

a. Directly or indirectly cause 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 Publication 42.

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii. Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii. Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d. Be located on expansive soil, as defined in Table 18-1-B of the most recently

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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VII. GEOLOGY AND SOILS

Would the project:

adopted Uniform Building Code creating substantial direct or indirect risks to life or property?

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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 Publication 42.

a (ii-iv). Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, liquefaction or landslides?

b. Result in substantial soil erosion or the loss of topsoil?

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?

- d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadways, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Implementation of General Plan policies, and Best Management Practices (BMPs) would further minimize such potential impacts. Examples of BMPs include hydroseeding, erosion control blankets, installing silt fences, etc.

Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential geological impacts.

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Adoption of the RTP alone would not create any geological impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). AB 32 establishes a cap on statewide GHG emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels, with a goal of lowering statewide GHG emissions to 1990 levels by 2020. Additionally, California Senate Bill (SB) 32, signed in 2016, established a mid-range goal of lowering statewide GHG emissions to 40 percent below 1990 levels by 2030, and California Executive Order S-03-05, signed in 2005, established a long-range goal of lowering statewide GHG emissions to 80 percent below 1990 levels by 2050.

In 2013, California Governor Jerry Brown signed SB 743, which requires an update in the metric of transportation impact used in CEQA from LOS and vehicle delay to one that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses for transit priority areas. In late 2018, the Natural Resources Agency adopted updates to the CEQA guidelines, removing LOS as a measure of transportation impact under CEQA and replacing it with vehicle miles traveled (VMT). Though LOS can be used for other purposes, such as identifying needs for local roadway improvements and General Plan compliance, lead agencies must now use VMT for CEQA analysis.¹

¹ Policy Element - Mariposa Co. Regional Transportation Plan (2022), page 34.

RESPONSES:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Governmental action in preparation for or response to climate change may also directly influence transportation planning. Metropolitan Planning Organizations are already required to develop Sustainable Community Strategies in conjunction with their Regional Transportation Plans. Though RTPAs such as MCLCTC are not currently required to develop such strategies, other requirements may be placed on RTPAs in the future. Mariposa County has also taken steps to plan for the effects of climate change. The 2021 Mariposa County Recreation and Resiliency Master Plan discusses recent impacts of climate change in the County and integrates planning for parks and trails with adaptation to the effects of climate change.²

The RTP Guidelines encourage rural RTPAs to incorporate strategies to reduce GHG emissions as part of their planning process. As discussed in the previous section, efforts to reduce greenhouse gas and criteria pollutant emissions through reductions in VMT are likely to be difficult due to the rural nature of much of the county and interregional travel. More efficient vehicles and low-carbon fuel efforts being pursued at the state level will likely afford the greatest reduction in rural GHG emissions. Similarly, electric vehicles are an increasing part of the vehicle fleet; Mariposa County already has several charging stations, mostly near Mariposa.³

The low-density nature of most Mariposa County development creates challenges for meeting access and mobility needs via non-automotive modes. As with most rural counties, transportation options such as transit, walking, and biking are limited due to the challenges described above. However, Mariposa County is currently developing an active transportation plan to support improvements for walking and biking, and electric vehicle usage will likely continue to increase, especially as technology increases vehicle range and charging options expand.⁴

The California Air Pollution Control Officers Association “Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity”

² Ibid, page 37.

³ Ibid.

⁴ Ibid.

(December 2021) identifies strategies local governments, communities, and project developers can use to reduce VMT. Not all these strategies are likely to be effective in a rural environment such as Mariposa County. As with many rural counties, transportation options such as transit, walking, and biking are limited in Mariposa County due to funding, mobility, and geographic reasons. However, populated areas such as the town of Mariposa, with concentrations of homes, businesses, government services, and other destinations in close proximity provide good opportunities for residents, workers, and visitors to walk and bike and use transit. The Handbook provides guidance on estimating their effectiveness, given the context in which they will be implemented.

The following strategies from the Handbook are most likely to be effective in Mariposa County. Although effectiveness may be less than in more urbanized areas, these improvements will also provide increased access for residents and visitors to their destinations:⁵

- Land Use
 - Increase residential and job density
 - Integrate affordable and below market rate housing
 - Improve street connectivity
- Trip Reduction Programs
 - Implement commute trip reduction programs » Implement ridesharing
 - Provide vanpools
- Parking or Road Pricing/Management
 - Provide electric vehicle charging
 - Limit and price parking
- Neighborhood Design
 - Provide pedestrian and biking networks, facilities, and improvements
 - Implement car sharing programs
- Transit
 - Expand transit coverage, hours, and service
 - Reduce fares
- Clean Vehicles and Fuels
 - Use cleaner-fuel vehicles

⁵ Ibid, page 36.

Individual projects identified in the RTP would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to GHG and climate change.

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Adoption of the RTP alone would not create any GHG or climate change impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Accidental releases of hazardous materials can occur from a variety of causes including roadway accidents, fires, train derailments, shipping accidents and industrial accidents.

Various industrial and commercial facilities within the County use and store hazardous materials and generate hazardous waste. Underground storage tanks (USTs) are primarily used to contain gasoline and other petroleum products such as diesel and waste oil. A variety of other hazardous materials and wastes, such as solvents, are also stored in underground storage tanks. Facilities that use and store hazardous materials and wastes must comply with federal, State, and local laws governing hazardous materials/waste handling, storage, transportation, and disposal.

The various project components contained in the RTP are proposed to be located throughout the County and are likely to be near places such as schools, residential neighborhoods and commercial areas.

RESPONSES:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- 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?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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?
- 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 or excessive noise for people residing or working in the project area?
- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential hazard-related impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding

mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any hazards or hazardous material impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. result in substantial erosion or siltation on- or offsite;
 - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - iii. 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;
or
 - iv. impede or redirect flood flows?

- d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Individual future projects would be required (depending on size and location) to comply with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Permit and incorporate construction BMPs, as directed by the Storm Water Pollution Prevention Plan (SWPPP), if applicable. In addition, construction water usage would be minimal and temporary; and any proposed landscaping would be installed pursuant to Mariposa County's guidance and regulations and the County General Plan, thereby minimizing water use. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential hydrological impacts.

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Adoption of the RTP alone would not create any hydrological impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Physically divide an established community?
- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could occur at various places throughout the County. None of the proposed projects would physically divide an established community, nor would they conflict with any applicable land use plans or habitat conservation plans. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to land use.

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not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any land use impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- 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?
- 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?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could occur at various places throughout the County. However, it is unlikely that any of the projects listed in the RTP will impact mineral resources. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to mineral resources.

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not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any mineral resource impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The County is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the County. In addition, commercial, industrial, and institutional land uses throughout the County (i.e., schools, fire stations, utilities) generate stationary-source noise.

RESPONSES:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generation of excessive groundborne vibration or groundborne noise levels?

- c. For a project located within the vicinity of a private airstrip or 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?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase noise due to construction (temporary impact) and possibly operation (due to increased vehicular use). Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential noise-related impacts and mitigation measures.

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Adoption of the RTP alone would not create any noise impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial unplanned 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Induce substantial unplanned 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)?
- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Adoption of the RTP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County’s General Plan or local Plans, nor would it result in the displacement or relocation of people or housing. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential population-related impacts.

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systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any population or housing impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- 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 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"/>

RESPONSES:

- 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 public services:

Fire Protection?

Police Protection?

Schools, Parks, Other Public Facilities?

No Impact. Adoption of the RTP would not affect population or employment growth and as a result would not result in growth that would require the assemblage of additional fire or police resources, or the expansion of any schools or other public facilities. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase the need for additional police/fire/ambulance due to increased use of transportation facilities. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential public service related impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any public services impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Would the project 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?

No Impact. Adoption of the RTP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County’s General Plan or local Plans, nor would it result in the increased use of recreational facilities. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential recreation-related impacts.

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County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any recreation impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/ TRAFFIC

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Most travel in Mariposa County is by automobile, and it will continue to be so over the life of the RTP and beyond. The roadway network within the unincorporated parts of the County is rural in character, mainly serving small communities, tourism, recreation, and agriculture uses. State highways are the primary transportation corridors extending through the County and serve all the County’s major population centers. Other County arterials and a network of federal, state, local public, and private roads constitute the remainder of the roadway system. The state highway network serves primarily intercity and inter-county regional travel and interregional tourism, while the County’s roadways serve local trips.

RESPONSES:

- a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

Less Than Significant Impact. As described throughout this initial study, implementation of the proposed project would assist in the improvement of the County’s transportation network across all modes of transit and transportation. There are policies and programs included in the RTP that would improve public access to transit systems and alternative modes of transit, such as bicycle use. The various roadway improvements identified in the RTP would assist in the delivery of emergency services by improving the local and regional roadway network and eliminating existing design and safety hazards. The RTP and the projects included within were developed after careful review of the General Plan of the County. The RTP is consistent with the circulation element of the General Plan, and would not result in conflicts or inconsistencies with the above referenced plans.

The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP could potentially result in impacts to existing transportation systems.

In 2013, California Governor Jerry Brown signed SB 743, which requires an update in the metric of transportation impact used in CEQA from LOS and vehicle delay to one that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses for transit priority areas. In late 2018, the Natural Resources Agency adopted updates to the CEQA guidelines, removing LOS as a measure of transportation impact under CEQA and replacing it with vehicle miles traveled (VMT). Though LOS can be used for other purposes, such as identifying needs for local roadway improvements and General Plan compliance, lead agencies must now use VMT for CEQA analysis.

Vehicle Miles Traveled

The California Governor’s Office of Planning and Research (OPR) “Technical Advisory on Evaluating Transportation Impacts in CEQA” (December 2018) includes specifications for VMT methodology and recommendations for significance thresholds, screening of projects that may be presumed to have less than significant impacts, and mitigation. For transportation projects, the Technical Advisory notes that addition of through lanes on existing or new highways will likely lead to a measurable and substantial increase in vehicle travel. The Technical Advisory also notes that projects that would not likely lead to a substantial or measurable increase in vehicle travel include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes

- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

No new highways or additions of lanes to existing highways are planned in this RTP.

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Adoption of the RTP alone would not create any transportation impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is a *less than significant impact*.

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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RESPONSES:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. Potentially affected Tribes were formally notified of this project during development of the RTP and were given the opportunity for further consultation on the project. As of May 2023, no Tribes have provided a formal response.

The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact tribal resources. Although most of the potential project components would occur within existing right of way and outside of culturally sensitive areas, it is conceivable that ground disturbance from potential road widenings, bridge work, a new trail or similar projects could occur near sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to Tribal resources.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency

will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any Tribal resource impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- c. 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?
- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase utility use (water) during construction and for potential landscaping, once constructed. Construction of the individual RTP projects would also likely result in the generation of solid waste. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential utility impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would

be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any utility impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially be impacted by wildfires and/or impact wildfires. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential wildfire impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any wildfire impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Does the project have the potential to substantially 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 self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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RESPONSES:

- 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 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?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study.

- 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 with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). The impact is *less than significant*.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly.

Chapter 4

List of Preparers

LIST OF PREPARERS AND CONSULTATIONS

List of Preparers of the CEQA Document

Crawford & Bowen Planning, Inc.

- Travis Crawford, AICP, Principal Environmental Planner
- Deepesh Tourani, Environmental Planner

Persons and Agencies Consulted for the CEQA Document

Fehr & Peers

- Rod Brown

Appendices

Appendix A

Mariposa County Regional Transportation Plan