

Notice of Determination

Appendix D

To:

Office of Planning and Research
U.S. Mail: Street Address:
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
County of: Shasta
Address: 1450 Market Street, Suite 108
Redding, CA 96001

From:

Shasta Regional Transportation Agency
Public Agency:
Address: 1255 East Street, Suite 202
Redding, CA 96001
Contact: Jennifer Pollom
Phone: 530-262-6195

Lead Agency (if different from above):

Address:

Contact:

Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2014022018

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

Project Applicant: Shasta Regional Transportation Agency

Project Location (include county): Shasta County

Project Description:

See attached sheet for project description.

This is to advise that the Shasta Regional Transportation Agency Board of Directors has approved the above (Lead Agency or Responsible Agency)

described project on 12/14/2023 and has made the following determinations regarding the above described project.

- 1. The project will have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan was adopted for this project.
5. A statement of Overriding Considerations was adopted for this project.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

1255 East Street, Suite 202, Redding, CA 96001

Signature (Public Agency): [Signature] Title: Senior Transportation Planner

Date: 12/19/2023 Date Received for filing at OPR:

Project Description

The SEIR for the 2022 RTP/SCS will be a supplement to the 2015 RTP Program EIR and 2018 RTP/SCS SEIR (State Clearinghouse # 2014022018). This is the appropriate level of environmental documentation for the 2022 RTP/SCS because changes to existing conditions (including regulatory updates), the transportation project list, and land use scenario evaluated in the 2022 RTP/SCS are expected to be minor relative to the 2015 RTP and 2018 RTP/SCS and would not substantially increase the severity of impacts previously identified. The 2022 RTP/SCS will address all transportation modes including motor vehicles, public transit (commuter and local), passenger rail, goods movement (rail freight and trucking), bicycle and pedestrian facilities and programs, aviation systems, intelligent transportation systems (ITS), and transportation systems management (TSM) programs and projects within the horizon year of 2042. Specifically, the RTP component is intended to meet the region's transportation goals regarding current and future mobility needs through the identification of policies, actions, and a list of projects which will address these needs. The RTP will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout the Shasta Region. The 2022 RTP will include a Sustainable Communities Strategy (SCS) element, as required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates reductions in regional greenhouse gas (GHG) emissions from passenger cars and light-duty trucks in accordance with targets established by CARB for each of the State's metropolitan planning organizations (MPOs). As the MPO for Shasta County, SRTA will prepare an SCS that demonstrates how GHG reduction targets will be met through integrated land use, housing, and transportation planning. SRTA will develop several possible growth scenarios to evaluate the effects of various land use and transportation choices and recommend a scenario that meets SB 375 targets of -4.0% for year 2035.