

Environmental Impact Report Addendum

INTRODUCTION AND PUPOSE

This Addendum to the Program Environmental Impact Report (PEIR) has been prepared for the Del Norte Local Transportation Commission's (DNLTC) 2011 update to the Del Norte Regional Transportation Plan. This document is an addendum to the Supplemental PEIR prepared in 2002 and the PEIR certified in 1992.

A Regional Transportation Plan (RTP) is a planning document that presents general policies, guidelines, and lists of capital improvement projects for various transportation modes for a 20 year horizon. Transportation modes include roadways, public transit, aviation, bicycle and pedestrian facilities, teletransportation, goods movement, transportation system management and transportation demand management. The RTP for the Del Norte region was last updated in 2007. As the Regional Transportation Planning Agency (RTPA) for the region, the DNLTC is required by California law to adopt and submit an updated RTP to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Del Norte County, California. The RTP is subject to the requirements of California Environmental Quality Act (CEQA).

A PEIR is a "first tier" environmental document which is prepared for an agency program or series of actions that can be characterized as one large project. Once a PEIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. Section 15162 of the Guidelines to the (CEQA) requires that a certified EIR be updated when substantial changes are proposed in a project. Section 15164 of the Guidelines permits a lead agency to prepare an addendum to a previously certified EIR if only minor technical changes or additions to the project are necessary. A PEIR was prepared and adopted as part of the development of the 1992 RTP. A Supplemental EIR was prepared for the 2002 RTP update. The 2007 RTP identified no significant changes from the 2002 environmental analysis. The DNLTC has determined that the Del Norte 2011 RTP will not result in significant impacts beyond those identified in the original EIR. Therefore, an Addendum to the EIR was prepared at part of the 2011 RTP update.

The 2011 Del Norte RTP was prepared to comply with the CTC's most recent (2010) RTP guidelines. Actions proposed in the 2011 RTP update do not vary significantly from those identified in the four updates since the certification of the EIR. These actions would not cause potentially significant impacts to occur, nor would they require new mitigation measures; therefore:

- ♦ Activities described in the 2011 RTP are within the scope of the 1992 Program EIR and 2002 Supplemental EIR; and

- ♦ The 1992 Program EIR, and 2002 Supplemental EIR address the range of impact topics covered in the 2011 RTP for the purposes of CEQA.

CHANGES TO 2007 RTP

The 2011 RTP has been updated to comply with the CTC's recently-adopted RTP guidelines. The primary objective of the new RTP guidelines was to ensure that RTPs in urban areas address the requirements of Senate Bill (SB) 375. SB 375 requires the Metropolitan Planning Organizations (MPOs) in California to address in their RTPs how the region will meet greenhouse gas emission reduction targets as specified by the California Air Resources Board (CARB). Although RTPAs (such as DNLTC) are not subject to the stipulations of SB 375, incorporating strategies to reduce greenhouse gas emissions in the region is identified in the Guidelines as an important part of regional transportation planning for rural counties. Therefore, the 2011 Del Norte RTP contains new goals in the Policy Element and strategies in the Action Element aimed at reducing GHG emissions in Del Norte County. This will likely have a positive effect on the environment.

Many of the changes in the 2011 RTP represent format and organization changes from the 2007 document. Changes are summarized below by RTP Element:

- ♦ Introduction – This chapter informs the reader about the RTP plan development requirements and process as well as summarizes a more extensive public and stakeholder input process. The 2007 RTP Introduction also included a summary of the Existing Conditions Chapter.
- ♦ Existing Conditions and Modal Discussion – As in the 2007 RTP, this chapter reviews each mode of transportation and was updated to reflect the most recent data available such as demographic data from the US Census or traffic counts from Caltrans. Existing conditions have not changed significantly in the last three years and therefore do not have the potential to change the significance of impact on the environment. This section also includes an assessment of regional transportation needs based on the existing conditions analysis and public input. Regional transportation needs have remained relatively consistent over the last few years.
- ♦ Policy Element – Minor changes were made to the goals, policies and objectives listed in the RTP. As noted above, new goals were added to address GHG emissions.
- ♦ Action Element – The Action Element prioritizes regional transportation capital improvement projects as short- or long-term improvements, consistent with the identified needs and policies. Projects are categorized by transportation facility type: roadways, transit, aviation and bicycle/pedestrian. Projects completed since 2007 were eliminated from the lists and project cost estimates and anticipated completion dates were updated. With respect to significant transportation improvement projects, four new regional transportation improvement projects were added to the lists in the 2011 RTP.

1. US 101 Traffic Calming and Gateway Improvements in Crescent City
2. Hiouchi Community Enhancement – traffic calming and non-motorized improvements along US 101
3. US 101 in Smith River – Traffic calming and gateway improvements
4. Humboldt Road Safety Project – Roundabout @ Sandmine, drainage, non-motorized improvements

These projects primarily address safety conflicts between pedestrians and motorists along US 101 in the communities of Crescent City, Smith River and Hiouchi through traffic calming and gateway treatment measures. An additional safety improvement and non-motorized facility project is proposed on Humboldt Road near the Elk Valley Rancheria. None of the additional projects would significantly increase roadway capacity.

- ♦ Financial Element – Similar to the 2007 RTP, the Financial Element reviews funding sources available for transportation improvement projects and projects the level of funding available for the 20 year planning period.
- ♦ Top Priority Projects – This section is new to the 2011 RTP. In addition to updating the RTP to reflect the most recent RTP guidelines, the primary objective of this RTP update was to develop a financially constrained “top priority” projects list. The projects listed in this section were pulled from projects already mentioned in the Action Element.

SUMMARY OF ENVIRONMENTAL IMPACTS

In this section, impacts of the 2011 RTP on the environment are analyzed for a variety of issues. The degree of impact for each discussion topic is noted based upon the following definitions which were obtained from the CEQA Initial Study Checklist:

- ♦ **Potentially Significant Impact:** An impact which could be significant and for which no mitigation has been incorporated. Such an impact would require the preparation of an Environmental Impact Report.
- ♦ **Less Than Significant with Mitigation Incorporation:** An impact which requires mitigation to reduce the impact to a less than significant level.
- ♦ **Less Than Significant Impact:** An impact which is considered less than significant under the standards of CEQA.
- ♦ **No Impact:** An issue for which the Project would have no impact.

As this is an EIR Addendum, analysis is limited to changes in the current (2011) RTP. The analysis is consistent with the analysis conducted in the Program EIRs prepared for the Del Norte County and Crescent City General Plans.

The County of Del Norte and the City of Crescent City are the local DNLTC member entities that would carry out many of the planned transportation system improvements identified in the RTP. As mentioned above, both agencies have environmental review processes, consistent with the CEQA for project level analysis. Certain County and City General Plan policies that protect environmental resources are referenced when discussing mitigation of potential impacts identified in this section. It should be noted that these references are informational only and that DNLTC member entities are responsible for implementing their respective general plans. Caltrans also conducts environmental review consistent with CEQA for project level analysis. These processes may be tiered off of the program level EIR prepared for the RTP.

Climate/Air Resources – Impact: Less than Significant

For the purposes of this EIR, an impact is considered significant if the implementation of the RTP would result in any of the following effects:

- ♦ A violation of an ambient air quality standard or a substantial contribution to an existing air quality violation.
- ♦ Creation of objectionable odors affecting a substantial number of people.

Transportation-related air quality impacts potentially include vehicle emissions and construction related impacts from transportation system improvements. The four new RTP projects will not increase the capacity of state highways or local roadways in Del Norte County. In fact, each project includes the construction of facilities to promote safety for bicyclists and pedestrians, which will encourage alternative modes of transportation in the region.

Air quality impacts from construction activities include construction equipment and vehicle emissions, and dust from excavation, grading, demolition, and debris transport. Long term impacts on regional air quality are expected to increase at a slower rate than in the past, due to conversion to more efficient and lower emission vehicles and plan policies and actions encouraging public transit use and bicycle and pedestrian system improvements. However, North Coast Unified Air Quality Management District attainment standards for PM10 will likely be exceeded in the future, primarily due to metrological conditions and emissions from a variety of sources (including vehicles) during winter months.

The 2011 RTP includes the following policy to address air quality impacts:

POLICY: *Integrate land use, transportation, and air quality planning, to make the most efficient use of public resources and create a healthier environment (County General Plan Goal 3.C).*

Hydrology – Impact: Less than Significant with Mitigation

Transportation-related hydrology impacts potentially include increased runoff from transportation facility surfaces, structures that impede water flows, and water quality impacts from vehicle and roadway pollutants. Land-based transportation corridor projects have the potential to affect surface and ground water resources in the area. These impacts include an increase in impervious surface which reduce permeability and increase storm water runoff; changes in water quality from sediment or contaminants; and potential alterations to watercourses that increase velocity or alter the floodplain.

The four new RTP projects include the construction of pedestrian and bicycle facilities which may include the extension of pavement (such as shoulder widening). The Humboldt Road project includes drainage improvements which would mitigate the impact of increased impermeable surfaces.

Local plans contain measures to reduce hydrology impacts including the following policy:

Crescent City General Plan Policy 7.D.6. *The City should restrict and control construction of roads in flood prone areas due to their growth inducement potential.*

In addition, the City and County follow policies to control erosion, protect water quality, protect against flooding and tsunami impacts, and minimize other hydrological impacts. Caltrans also has environmental programs to control some of these potential impacts. These measures will reduce transportation system impacts resulting from 2011 RTP implementation to a less than significant level. Additionally, each RTP project will undergo individual environmental review prior to implementation.

Topography – Impact: Less than Significant with Mitigation

For the purposes of this EIR, an impact is considered significant if the implementation of the RTP would result in substantial soil erosion or slope instability.

Slope Instability: Steep slopes and unstable geologic conditions found in certain areas of the county are susceptible to movement and erosion, especially where affected by roadway construction related cut- or fill-slopes. Roadway projects have the potential slope stability impacts, especially if unstable slopes are exposed or if fill is added. Slope failures can result in sediment deposition into streams and wetlands. Ongoing repair of unstable slopes may result in a continuing need to excavate and store material.

Erosion: Erosion can occur both during and after construction if short- and long-term erosion control techniques are not implemented. During construction, weather conditions, material type, slope steepness, and erosion control technique can influence erosion hazards. The effectiveness of long-term erosion control techniques can have the most effect on post construction erosion hazards.

The new RTP projects would not require cutting steep slopes or disturbing the stability of steep slopes. RTP projects would have the potential for erosion; however local plans contain measures to reduce these impacts, including the following policy:

Crescent City General Plan Policy 7.C.5. *The City shall require that a geologic investigation be made by a registered geologist, engineering geologist, or Registered Civil Engineer for all proposals in landslide potential areas and development on sloped greater than 20 percent, including road construction.*

In addition, the City and County follow policies to control instability and minimize other topographical impacts. Caltrans also has environmental programs to control these potential impacts. These measures will reduce transportation system impacts to a less than significant level. Each RTP project will undergo individual environmental review prior to implementation.

Geology – Impact: Less than Significant

The RTP would have a significant impact to geologic resources if planned regional transportation projects, such as roadways, resulted in significant degradation of geologic resources, or were placed in areas of known instability. Faults and liquefaction zones are found in a number of areas in Del Norte County and are factors to be considered in maintaining existing and planning future transportation projects. Facilities, such as roadways, bridges, transmission lines, and pipelines, located near faults or in a liquefaction zone, can be damaged as a result of a seismic event. No new roadways will be constructed as part of this RTP update. Additionally, local plans contain measures to reduce impacts, including the following policy:

Crescent City General Plan Policy 7.B.6. *In order to minimize risks, the City should periodically inspect and improve new public roads, bridges, and overpasses should be designed to the most current seismic design criteria, and existing bridges.*

In addition, the City and County follow policies to control development in areas of known instability. Transportation system impacts on geological resources resulting from 2011 RTP implementation are considered less than significant.

Biological Resources – Impact: Less than Significant

The RTP would have a significant impact to biological resources if planned regional transportation projects resulted in substantial interference with the movement of resident or migratory fish or wildlife species; substantial effect (loss) to a rare or endangered species or the species' habitat; or substantial diminishment of plant, fish or wildlife habitat.

There are no new roadways or new bridge replacement projects listed in the 2011 RTP that would disturb fish or wildlife. All impacts associated with bridge replacement projects have been addressed in the prior environmental documents. Additionally, local plans contain measures to reduce impacts, including the following policy:

Policy 6.D.1 *The City shall support preservation, restoration, and enhancement of the habitats of state or federally listed rare, threatened, endangered, and/or other special status species.*

The City and County follow policies to protect biological resources and minimize other biological impacts. Caltrans also has environmental programs to control these potential impacts. Therefore, potential impacts from the 2011 RTP are considered less than significant.

Land Use and Population – Impact: Less than Significant

The RTP would have a significant land use impact if its implementation would conflict with adopted land use plans in the region, or if it includes planned improvements that would displace established communities.

The RTP plans improvements for the mobility of goods and people, consistent with planned growth in the region. These improvements are based on projected land uses in adopted land use plans, including Del Norte County and Crescent City General Plans. Residential, commercial and other developed land uses would not be displaced by transportation facilities programmed in the RTP. No increase in housing demand, beyond that already projected for the region in these plans, is anticipated. The potential land use impacts are therefore considered less than significant.

Health and Safety – Impact: Less than Significant

RTP would result in any of the following effects:

- ♦ Exposure of people or transportation related spills or accidental release of hazardous materials; or
- ♦ Exposure of the public or of wildlife to toxic substances used in transportation related circumstances.

The new 2011 RTP projects are designed to improve safety in the region by providing crosswalks, pedestrian refuge medians or wider shoulders. The projects would not increase hazardous materials trucking levels.

Current policies used by Caltrans and the County minimize the use of herbicides on roadways. No shipping companies that transport petroleum use Crescent City Harbor, nor are there any offshore oil production facilities. The California Highway Patrol, Caltrans, and the County Sheriff's Department follow the procedures of the County's Emergency

Response Plan, in case a hazardous material is spilled on the local roadway system. Any roadway improvements that reduces the risk of traffic accidents also reduces the risk of hazardous spills. Therefore the RTP can be considered beneficial to public health and safety.

Support for these improvements to public health and safety is demonstrated by the Following RTP policies:

POLICY: Maintain the SAFE Call Box System.

POLICY: Integrate land use, transportation, & air quality planning, to make the most efficient use of public resources and create a healthier environment. [County General Plan Goal 3.C.]

Local plans contain measures to reduce impacts, including the following policies:

Crescent City General Plan Policy 7.F.5. The City shall work with Highway Patrol to limit the movement of hazardous wastes to approved routes within the Crescent City Planning Area.

Crescent City General Plan Policy 2.B..5 In order to minimize risks, new public roads and bridges should be designed to the most current seismic design criteria, and existing bridges should be periodically inspected and improved.

Noise – Impact: Less than Significant

For the purposes of this EIR, a significant impact is assumed if adoption or implementation of development as presented in the RTP would result in any of the following effects:

- ♦ Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- ♦ Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels; or
- ♦ Substantial permanent, temporary, or periodic increases in ambient noise levels in the project vicinity above existing levels without the project.

Implementing the 2011 RTP would not cause potentially significant noise impacts. Local plans contain measures to reduce impacts, including the following policies.

- ♦ Require mitigations if transportation-caused noise exceeds certain levels
- ♦ Discourage noise-sensitive development near noisy transportation corridors

- ♦ Encourage the development of runways at McNamara Field which will channel approaching aircraft away from populated areas.

The County's General Plan contains similar policies.

Public Services and Energy – Impact: No Impact

The potential impact to public services would be significant if planned improvements exceeded existing or planned capacities for the region, or if projected energy consumption exceeded existing or planned supplies, or delivery system capability. These public services include:

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|---|---|
| ♦ Waterlines, wells, and groundwater supplies | ♦ Fire protection |
| ♦ Wastewater systems | ♦ Parks |
| ♦ Storm drainage systems | ♦ Gas and electric lines and facilities |
| ♦ Solid waste disposal services | ♦ Schools |
| ♦ Law enforcement | ♦ Hospitals |

The new RTP projects will not increase the capacity of the transportation system and therefore have no impact on public services and energy.

Cultural Resources – Impact: No Impact

Road and highway construction, reconstruction and maintenance activities where earthmoving or dredging occur have the potential to disturb or destroy recorded and unrecorded cultural resources. Paleontological and archaeological resources are vulnerable to excavation activities by which valuable stratigraphic information can easily be lost. Historic resources still in use (bridges, road corridors, structures) could potentially be altered or lost due to seismic retrofitting and transportation corridor widening.

No new roadway projects are addressed in the 2011 RTP that may result in transportation improvements in new areas with known cultural resources. Additionally, DNLTC and local governments will work closely with Native American Tribes to ensure that tribal cultural resources are not disturbed. Both the City of Crescent City General Plan and Del Norte County General Plan contain measures to protect cultural resources.

Aesthetics – Impact: No Impact

Aesthetic impacts would be significant if implementation of the RTP substantially degraded the existing visual character or quality of the aesthetic natural, cultural or biological resources present within the county or created a new source of substantial light or glare which would adversely affect the day or nighttime views. Some of the new RTP projects will improve aesthetics in the region through the implementation of visually

appealing gateway monuments and signage which denote the beginning and end of different communities in the region.

The City's support of aesthetic resources is demonstrated by Policies 5.E.6 and 5.E.8 from the City General Plan. These policies name US Highway 101 North and South to be scenic gateways, and will require architectural review, removal of overhead utilities, landscaping and sign regulations, and develop scenic driving routes, which would link with similar County routes.

Summary

In summary, the new projects listed in the 2011 RTP are not capacity increasing projects but rather are designed to encourage alternative modes of transportation and increase safety for Del Norte County residents. Any minor environmental impacts caused by these projects have been addressed in the 1992 and 2002 EIR. Further, all of the new projects will undergo individual environmental review before implementation. Therefore the adoption of the 2011 RTP will have a less than significant impact on the environment.

ADDENDUM TO THE PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE 2007 DEL NORTE REGIONAL TRANSPORTATION PLAN

INTRODUCTION

This Addendum to the Program Environmental Impact Report (PEIR) has been prepared for the Del Norte Local Transportation Commission's (LTC's) 2007 Regional Transportation Plan (RTP) update. This EIR is an addendum to the Supplemental Program EIR certified for the 2000 RTP.

This Introduction includes a summary of the previous EIR, a summary of transportation modes covered in the 2007 RTP, and the key objectives of the proposed plan update. The Environmental Setting covers the following elements:

- Climate/Air Resources
- Hydrology
- Topography
- Geology
- Fires Hazards
- Biological Resources
- Land Use
- Circulation
- Risk of Upset/Human Health Hazards
- Noise
- Public Services
- Cultural Resources
- Aesthetics

The Environmental Impacts section covers the potential impacts to each of the environmental elements listed above. Each element is analyzed for: environmental significance criteria; impact analysis; potentially significant impacts; mitigation measures; and level of significance after mitigation.

PRIOR PROGRAM / SUPPLEMENTAL EIR

This environmental document has been prepared as an Addendum to the Program EIR prepared and certified for the Del Norte County Regional Transportation Plan (RTP). The Program EIR was prepared in January 1992 for the 1990-1992 RTP. That Program EIR was certified, for the RTP, in February 1992.

Regional Transportation Plans and their related EIRs are periodically updated. Del Norte's 1994 and 1996 RTPs identified no significant changes from the previous RTP. For the 1996/98 RTP update, LTC added a Teletransportation Element and readopted the plan. A Supplemental PEIR

was prepared for the 2002 RTP. The 2007 RTP identifies no significant changes from the 2002 environmental analysis. Most changes in the document are format modifications necessary to comply with guidelines or content updates.

The 2007 Regional Transportation Plan has been prepared to comply with the California Transportation Commission's most recent RTP Guidelines, which went into effect in January 2000. Actions proposed in the 2007 RTP update do not vary significantly from those identified in the three updates since the certification of the EIR. These actions would not cause potentially significant impacts to occur, nor would they require new mitigation measures; therefore:

- Activities described in the 2007 Regional Transportation Plan are within the scope of the 1992 Program EIR and 2002 Supplemental PEIR; and
- The 1992 Program EIR, and 2002 Supplemental PEIR address the range of impact topics covered in the 2007 Regional Transportation Plan, for the purposes of the California Environmental Quality Act (CEQA).

2007 REGIONAL TRANSPORTATION PLAN

The 2007 Regional Transportation Plan covers transportation modes and issues divided into nine categories. The 2007 RTP includes three new transportation modes/issues: Goods Movement via Truck; Recreational Travel; and Integrated Land Use, Air Quality, & Transportation Planning. Descriptions of each mode/issue follow.

A. PUBLIC TRANSPORTATION

County public transportation planning, development and service options were first outlined in the 2000 Del Norte County Transit Development Plan (TDP). This was followed by a Comprehensive Public Transit Service Plan, completed in June 1995, and a 2002 TDP update. The 2002 TDP provides a revised assessment of local transit needs, system goals and objectives, detailed service plan, five-year financial and capital projections and marketing/implementation strategies.

Public transportation services in Del Norte County are provided by public and private agencies, and tribal governments. Transportation services include demand-response and fixed route bus services, taxicabs, and private, non-profit transit services.

B. NON-MOTORIZED TRANSPORTATION (PEDESTRIAN AND BIKE)

Del Norte County has terrain, scenic attractions, and mild weather that provide favorable conditions for bicycling. The Del Norte County and Crescent City Bicycle Facilities Plan, first adopted in 1987, was most recently updated in 2003, and will be updated again in 2007. The plan identifies a bicycle system in the county and includes recommendations for system improvements, including new and upgraded routes, and bicycle parking facilities.

Pedestrian transportation planning and implementation programs are designed to improve pedestrian safety and accessibility. The School Routes and Established School Crossings Plan, also known as Safe Routes to School, was approved in the early 1990s. This plan has been a valuable planning tool in identifying pedestrian/vehicle conflict zones and recommending safety improvements for walkway routes and specific school crossing sites. The plan was developed by the Del Norte County Unified School District in conjunction with an organization concerned with the safety of students moving to and from school. Many recommendations identified in the Plan have been implemented.

Pedestrian facility access for people with disabilities is mandated by the Americans with Disabilities Act (ADA). The Del Norte LTC's Social Services Transportation Advisory Council (SSTAC) is an advisory council, whose members represent the needs groups such as people who are elderly or with disabilities. These groups are often transit-dependent and require barrier free pedestrian facilities. In the early 1990s, a sub-committee of the SSTAC recommended a network of prioritized ADA-accessible sidewalk curb cut sites. This prioritized network was adopted by the Del Norte LTC and has been largely completed.

Pursuant to ADA Accessibility Guidelines, the City and County continue to undertake ADA-compliant curb cut improvements to sidewalks within their respective jurisdictions as required, and as funds are available. New development is required to provide ADA-compliant sidewalks and crossings to ensure accessibility. State and federal agencies require ADA accessibility for all pedestrians as a condition of their grants and to promote pedestrian activity.

Trail facilities, especially on Del Norte County's public lands, along rivers and the coast, are an important component of recreational travel. The National and State Parks, and US Forest Service provide a range of multipurpose park trails for non-motorized use. The Crescent City Coastal Trail provides for multipurpose use. Several planned trails, including the Harbor Trail, the Hobbs Wall Trail, and the Coast to Crest and Coast to Caves Trailway, will significantly enhance the County trail system and provide connections to facilities outside the County.

C. AVIATION

Del Norte County has three airports, Jack McNamara Field, at the north edge of Crescent City, Ward Field in Gasquet, and Andy McBeth Field in Klamath Glen (within the Yurok Reservation). Jack McNamara Field, also referred to as the Del Norte County Airport, or Crescent City Regional Airport, is the primary airport, providing scheduled commuter, as well as commercial and medical flight services. Ward Field is a small multipurpose airfield providing for recreational and emergency use, and Andy McBeth Field is largely an emergency-use airfield.

Del Norte County is remote from major urban centers, such as San Francisco and Portland. Small to mid-size urban centers, such as Eureka, California, and Medford, Oregon, to the southeast on the Interstate 5 corridor, are within 2.5 hours' drive from Crescent City. Both Eureka and Medford have regional airports. Del Norte County Airport (CEC) has three scheduled commercial flights daily; two non-stop flights per day to San Francisco (SFO) and one flight per day to Sacramento (SMF), via connecting air service with the Eureka/Arcata airport.

There has been steady growth in the number of people using passenger services at Jack McNamara Field. The Brasilia aircraft operated by carrier SkyWest Airlines are 30-passenger Brasilia planes. SkyWest Airlines provides commuter air service to San Francisco and Sacramento. Plans are currently underway for a new 20,000 square foot passenger terminal, parking lot and entrance road. These improvements are expected to be completed within the next few years. Should the airlines switch to larger regional jet service, the County would pursue a runway extension to accommodate larger aircraft.

The Del Norte County Airport Master Plan Report was completed in May 2005. The Master Plan describes existing airport facilities and services, and provides a guide for future airport development, airfield and airport facilities.

D. HIGHWAYS /STREETS/ ROADS

HIGHWAYS

Del Norte County can be accessed via two main routes. One is via US Highway 101 and the second is through a combination of US Highway 199 and State Route 197 (SR 197), which connects Crescent City to Hiouchi, Gasquet, the Interstate 5 corridor, and Oregon.

US Highway 101, the principal interregional highway in the region is identified as a key route for the interregional movement of people and goods by the 2025 California Transportation Plan (CTP). The 2025 CTP is a statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP is being updated to comply with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The SAFETEA-LU federal transportation law authorizes funding through 2009 and establishes requirements for statewide and metropolitan transportation planning.

US Highway 101 is also designated by the California 1998 Interregional Transportation Strategic Plan (ITSP) as a “High Emphasis” and “Focus” Route. There are a total of 34 state-designated High Emphasis routes in the state ITSP.

Focus Routes are those routes that should have the highest priority for minimum facility standards within the next 20 years. Focus Routes are a system of high volume primary arterial routes, to which lower volume and facility-standard state highways connect. Focus Routes provide access to rural areas and statewide “Gateways”. The routes connect to fast-growing urbanized areas and are generally designated STAA Truck Routes.

The ITSP designates US Highway 199/SR 197 as a High Emphasis Route, and as a “Gateway of Major Statewide Significance.” Gateways are principal centers of major state, national, or international trade and commerce, goods movement and intermodal transfer. US Highway 199/SR 197 connects to the I-5, which is designated in the 2025 California Transportation Plan as a Major International Trade Highway Route.

State Route 169 (SR169) is rural highway consisting of two disconnected segments along the Klamath River. There is no public access between the two parts of the route. It is used primarily for local service to small communities and rural residents along its length.

STREETS AND ROADS

Del Norte County streets and roads are essential to traffic and goods movement to and from the county. County arterial and collector roads such as Parkway Drive, Lake Earl Drive Elk Valley Road, Fred Haight Drive, and Ocean View Drive carry more daily traffic US Highway 199 and most sections of US Highway 101. These roads provide access for local traffic, and these roads serve to relieve congestion on parallel state highways. Trucks use County and City routes in lieu of state routes.

Similarly, arterial and collector roads in the City of Crescent City, such as Northcrest Drive and Washington Boulevard provide local alternatives to State Highways (City of Crescent City General Plan).

E. GOODS MOVEMENT (MARITIME & TRUCK)

California is a key hub in the global goods movement network. Recognizing the critical importance of the goods movement industry to its economy, the State has invested two years in the creation of a Goods Movement Action Plan. The plan's stated goal is to improve California's goods movement industry in a manner that will generate jobs, improve mobility, prevent traffic congestion, protect air quality, enhance public health and safety, and improve quality of life.

Del Norte County relies almost exclusively on trucking for the movement of goods, primarily via US Highway 101, US Highway 199 and SR 197. Goods are also transported by boat via the Crescent City Harbor. Other forms of goods movement, airport or telecommunication systems are addressed in aviation and teletransportation mode sections.

MARITIME

Crescent City Harbor is located in Crescent Bay, adjacent to the southern Crescent City limits, west of US Highway 101. Crescent City Harbor serves approximately 13,000 square miles of fishing grounds in northern California and southern Oregon. It is a working harbor of approximately 80 land acres on State public trust lands controlled by the State Lands Commission (SLC). The harbor primarily services commercial fishing activities, and is able to accommodate ocean-going barges. It has a system of protective outer and inner breakwaters and a sand barrier, and is the only designated "harbor of refuge" between Humboldt and Coos Bay.

Over the past several decades, Crescent City Harbor focused primarily on managing the commercial fishing industry. However, depleted fisheries have reduced both recreational and commercial fishing viability, requiring the Harbor District to consider alternative strategies for future improvement and use of Harbor facilities. The Crescent City Harbor District adopted a Harbor Master Plan in 2006. The Master Plan provides strategies to improve harbor services and economic viability.

TRUCK

As noted above, Del Norte County is dependent on trucking via US Highway 101 and US Highway 199/SR 197 for the movement of goods. At present, neither route constitutes a viable trade corridor.

US Highway 101 is Del Norte County's principal north-south route to both Oregon and the rest of California. US Highway 101 is a designated "Brown" route, which refers to highways with frequent areas of restricted passing and/or highways with very high vehicle demand. On Brown routes all trucks, including STAA and California legal-size trucks, are allowed to pass. US Highway 199/SR 197 is Del Norte County's principal east-west route, linking to Interstate 5 at Grants Pass, Oregon. US Highway 199/SR 197 is a winding, two-lane road passing through mountainous terrain. SR 197 is designated a "Modified Brown" route and US Highway 199 is designated a "Red" route, meaning that extra-legal loads must obtain special permits and be accompanied by a hauler-paid California Highway Patrol escort.

The transportation industry has adopted STAA trucking as the universal standard of shipping. While US Highway 101 can accommodate STAA trucks, the mileage from Crescent City, CA to Interstate 5 at Grants Pass, OR via US Highways 101 and 42 (the STAA approved route) is 142 miles as opposed to 83 miles for US Highway 199/SR 197. Achieving STAA status for US Highway 199/SR 197 is a top priority for the Del Norte LTC, the Del Norte County Board of Supervisors and City Council of Crescent City, and local economic interests. Caltrans District 1 has identified seven locations on US Highway 199/SR 197 that must be improved for STAA reclassification, and Caltrans District 1 has developed Project Study Reports as an initial step for securing funding. In April 2007, the Del Norte LTC issued a document titled *Achieving STAA Route Status for the Highway 197/199 Corridor: An Action Plan* laying out funding strategies and calling for expedited action on the part of Caltrans.

F. TELETRANSPORTATION

Del Norte County's distance from major population and economic centers, a constraint for moving goods and people, necessitates strategies for efficient and cost-effective long range communications and data movement. Teletransportation uses modern communications technology and infrastructure to move information instead of using more traditional forms of transportation.

Information-related jobs can locate where there is reliable high speed communications infrastructure. Community investment in this type of transportation infrastructure has economic benefits, by reducing physical transportation costs. Trip-reduction is of particular benefit to Del Norte County, where business and public agency workers often have to drive long distances to attend meetings, obtain information, or other services.

A Teletransportation and Mode Elements Study, last updated in fiscal year 1998-99, identified Teletransportation as program critical to the future economic health of County businesses, service industries and public agencies. In June 2006, the Tri-Agency Economic Development Authority of Del Norte contracted for the preparation of a Phase One Report Teletransportation/Telecommunications Assessment and Plan for Del Norte County. This plan

provides existing conditions, analysis, findings and recommended communications technology needs for Del Norte County.

G. TRANSPORTATION SYSTEM MANAGEMENT

The Del Norte LTC is committed to efficient and cost-effective use of limited transportation resources. The Consolidated Transit Services Agency plans transit in order to serve the greatest number of citizens at the least possible cost. Del Norte LTC also considers operational improvements that could be made to existing roads to improve the flow of traffic. Del Norte LTC recently completed a Pavement Management Plan, dated 2004, in order to use limited road-repair dollars as efficiently as possible. In addition, Del Norte LTC, in conjunction with the City of Crescent City and the County of Del Norte support reducing the number of single-occupancy vehicle trips by promoting ridesharing, transit, walking and bicycles as alternatives.

H. RECREATIONAL TRAVEL

Tourism and recreation are an important sector of the northern California economy. Recreational travelers spent an estimated \$89.4 million dollars in Del Norte County in 2004 (Dean Runyon & Associates, 2005). Del Norte County views tourism as an economic sector providing significant opportunities for growth and has endorsed increased investment in tourism marketing (CEDS 2006-2008; An Economic Evaluation of Public Investment in Tourism Marketing, March 2006). Travelers and visitors are attracted to the County's diverse range of scenic and recreational resources.

Recreational resources include the Redwood National and State Parks, the Smith River National Recreational Area, Jedediah Smith State Park, the Del Norte Coast Redwood State Park, the Pacific coastline and beaches, the Smith and Klamath Rivers, Lake Earl Wildlife Area, the Crescent City Harbor, historic sites, lighthouses, and a number of smaller county and city parks. There are also private campgrounds, other accommodations and visitor attractions for seasonal travelers.

The lower-rainfall months, from late spring to mid-fall, are the peak recreational travel period. Redwood National and State Parks visitor statistics over the past five years consistently show approximately 400,000 annual visits. State and National Park campgrounds, such as at Jedediah State Park and Mill Creek, as well as U.S. Forest Service and county campgrounds experience consistently high demand during the Memorial to Labor Day period (Rick Nolan, NPS, and CEDS data).

The influx of visitors and spending brings needed income into the community. The Del Norte LTC views improvements to US Highway 199/SR 197 as critical to the County's goal to promote the successful expansion of the tourism industry. The Del Norte LTC also encourages strategies that promote hiking, equestrian, and bicycle travel, and the use of transit and ridesharing. The Coast to Crest and Coast to Caves Trailway Study, completed in September 2005, is a significant recreational document that plans to establish two additional major recreational trails in Del Norte County and beyond. Both trails will originate on the coast in Crescent City. The Coast to Crest trail will traverse/skirt the coastal ranges in Siskiyou County,

CA. The Coast to Caves trail will extend to Oregon Caves National Monument (OCNM) in Josephine County, OR.

The Coast to Crest/Coast to Caves Trailway has the potential to become major regional trail destination, attracting hikers, walkers, bicyclists, equestrians and nature enthusiasts to Del Norte County. The Trailway is intended to restore historic links between the Crescent City Harbor and the Oregon and the Klamath/Trinity mining areas.

Crescent City Harbor Master Plan includes increased recreational use of the harbor. In addition to being a working harbor, the Plan proposes harbor facility improvements to attract additional visitors and harbor users, including as additional berths and recreational boating facilities, hotels, restaurants, and trails. The California Coastal Trail passes through the harbor. The Master Plan has minor trail route modifications to accommodate proposed new development in the harbor. The City of Crescent City Coastal Trail provides bicycle and pedestrian access between its city limits along the coast.

The Pacific Coast Bike Route is a long-distance bicycle route along US Highway 101, extending from Washington State through California. The Bike Route, which passes through Del Norte County, has become one of the most popular bicycle touring routes in the western United States.

I. INTEGRATED LAND USE, AIR QUALITY & TRANSPORTATION PLANNING

Del Norte County's General Plan and the City of Crescent City General Plan emphasize the integration of land use, transportation and air quality planning to make the most efficient use of public resources. In approving new development, the County encourages infill within urban areas, non-intensive Neighborhood Commercial uses to provide local services, (Policy Goal 3.c), and consideration of the effects of new development upon air quality and transit.

The City General Plan encourages infill development within the City limits and mixed commercial and residential uses in certain areas. Business-Professional and Visitor and Local Commercial land use designations are concentrated in the downtown area and along US Highway 101. The Plan also lists US Highway 101 and Front Street improvements, the City Coastal Trail, citywide Pedestrian/Bicycle trails, and compatibility with the Del Norte County General Plan as major themes. These are examples of how land use, air quality and transportation planning integration.

POTENTIAL EFFECTS

The potential effects of the following changes in the 2007 Regional Transportation Plan will be analyzed in this EIR Addendum:

The 2007 RTP has been updated by the Local Transportation Commission (LTC) to comply with the California Transportation Commission's (CTC) recently adopted RTP

Guidelines. These guidelines have prompted a number of changes in both the format and the content of the RTP. Needs assessment information for all transportation modes has been updated, and future needs are now specified as either short-term (0-10 years) or long-term (11 – 20 years). The horizon year for the 2007 RTP is 2027.

The Del Norte Regional Transportation Plan inventory of existing transportation systems and description of development needs for all modes of transportation has been updated. The Regional Transportation Plan reflects the mobility goals and objectives of the region and is directed at achieving a coordinated and balanced regional transportation system. It is the intent of the Del Norte Local Transportation Commission (LTC) to utilize the document as a tool in providing a realistic direction for future transportation improvements in Del Norte County.

The Policy Element goals, policies, and objectives, also organized by mode/issue, have been updated. The Policy Element identifies RTIP (Regional Transportation Improvement Program) recommendations for implementing 10-year and 20-year objectives.

The Action Element has been updated with recommendations for specific improvements for short-range and long-range capital programs, cost estimates, and responsible agencies. The improvements for implementing the RTP are based on STIP and RTIP planning and programming, and recommended project and program actions by mode. The 2007 RTP update includes the program level performance measures introduced in the 2002 RTP.

The Financial Element has been updated with current costs, revenues, and deficits/surpluses for each transportation mode. This element gives an inventory of existing and potential transportation funding sources, surpluses, and shortfalls. This element also lists financially constrained and unfunded projects. The Financial Element is consistent with the goals, policies and objectives of the RTP; 5-year STIP fund estimates; and projects included in the ITIP and RTIP.

The Environmental Clearance has been updated to describe the basis for preparing an EIR Addendum to the EIR prepared in 1992. There is also a description of regional, state, and federal air quality standards compliance measures. Coordination and consultation with the North Coast Unified Air Quality Management District, California Air Resources Board, and applicable federal air agency contacts is summarized.

ENVIRONMENTAL IMPACTS

This section focuses primarily on the impacts of implementing the 2007 Regional Transportation Plan for Del Norte County. Consistent with the previous section, environmental impacts are organized by issue. For each issue, significance criteria is presented, impacts are analyzed, and mitigation measures, if necessary, are described. Significance criteria are drawn primarily from Appendix G of the CEQA Guidelines. Program level impact analysis has been conducted for transportation plan impacts. This is an EIR Addendum and analysis is limited to changes in the

current (2007) RTP. The analysis is consistent with the analysis conducted in the Program EIRs prepared for the Del Norte County and Crescent City General Plans.

The County of Del Norte and the City of Crescent City are the local LTC member entities that would carry out many of the planned transportation system improvements identified in the RTP. As mentioned above, both agencies have environmental review processes, consistent with the California Environmental Quality Act (CEQA) for project level analysis. Certain County and City General Plan policies that protect environmental resources are referenced when discussing mitigation of potential impacts identified in this section. It should be noted that these references are informational only and that LTC member entities are responsible for implementing their respective general plans.

Caltrans also conducts environmental review consistent with CEQA for project level analysis. These processes may be tiered off of the program level EIR prepared for the RTP.

CLIMATE / AIR RESOURCES

For the purposes of this EIR, an impact is considered significant if the implementation of the RTP would result in any of the following effects:

- a violation of an ambient air quality standard or a substantial contribution to an existing air quality violation.
- creation of objectionable odors affecting a substantial number of people.

Impact Analysis

Transportation related air quality impacts potentially include vehicle emissions and construction related impacts from transportation system improvements. While vehicle volumes are projected to increase overall, there are transportation system measures proposed in the RTP that will reduce trips. These measures, such as increased use of teletransportation, increased use of alternative modes of transportation such as bicycles and transit, and operations improvements through transportation system management, are expected to have a beneficial impact on air quality.

Air quality impacts from construction activities include construction equipment and vehicle emissions, and dust from excavation, grading, demolition, and debris transport. Long term impacts on regional air quality are expected to increase at a slower rate than in the past, due to conversion to more efficient and lower emission vehicles and plan policies and actions encouraging public transit use and bicycle and pedestrian system improvements. However, NCAQMD attainment standards for PM10 will likely be exceeded in the future, primarily due to metrological conditions and emissions from a variety of sources (including vehicles) during winter months.

Mitigation Measures

The 2007 RTP includes the following policy to address air quality impacts.

5I-C POLICY: Integrate land use, transportation, & air quality planning, to make the most efficient use of public resources and create a healthier environment. [County General Plan Goal 3.C.]

There are also transportation system improvements included in the 2007 RTP Action Element, (i.e., transit improvements, additional bicycle facilities) that would reduce traffic congestion, and vehicle emissions. Crescent City's General Plan Policies 6.E.1 through 6.E. 10 also contain measures to reduce potential air quality impacts. These measures will reduce air quality impacts resulting from 2007 RTP implementation to a less than significant level.

HYDROLOGY

The RTP would have a significant impact on water resources if it caused a substantial increase in the rate and amount of surface runoff exceeding the capacity of stormwater systems, substantially increased flooding, or decrease water quality below established standards for the region.

Impact Analysis

Transportation related hydrology impacts potentially include increased runoff from transportation facility surfaces, structures that impede water flows, and water quality impacts from vehicle and roadway pollutants. Land-based transportation corridor projects have the potential to affect surface and ground water resources in the area. These impacts include an increase in impervious surface which reduce permeability and increase stormwater runoff; changes in water quality from sediment or contaminants; and potential alterations to watercourses that increase velocity or alter the floodplain.

Groundwater and Surface Water. Road, street and highway drainage systems commonly channel rainfall. Exposed slopes from grading and decreased permeability of surfaces increases surface water runoff. The corresponding increases in water volume and velocity increase erosion from runoff. Roadbed compaction also has the potential to impact groundwater.

Sedimentation. Road, street and highway construction, reconstruction and maintenance activities can potentially release sediment into streams unless surface runoff is controlled. Road cuts resulting in steep slopes have an increased potential for soil erosion and instability, which can contribute sediment into streamcourses.

Spoils and Material Storage. Materials used for or left over from construction or reconstruction projects are often stored in areas that can drain to streams. Storage and disposal of road surfacing materials or dredge spoils are noted by the North Coast Regional Water Quality Control Board (1998) and the U.C. Cooperative Extension (1998) as mitigable sediment contributions to streamcourses.

Tsunami. In addition to potential groundshaking, surface ruptures and liquefaction from a seismic event, there is also potential tsunami impact. There is a mapped tsunami runup zone in

the Crescent City area (California Division of Mines and Geology Special Publication 115, 1992).

Mitigation Measures

Implementing the 2007 RTP would not cause potentially significant hydrologic impacts. Local plans contain measures to reduce hydrology impacts, including the following policy.

Crescent City General Plan Policy 7.D.6. The City should restrict and control construction of roads in flood prone areas due to their growth inducement potential.

In addition, the City and County follow policies to control erosion, protect water quality, protect against flooding and tsunami impacts, and minimize other hydrological impacts. Caltrans also has environmental programs to control some of these potential impacts. These measures will reduce transportation system impacts resulting from 2007 RTP implementation to a less than significant level.

TOPOGRAPHY

For the purposes of this EIR, an impact is considered significant if the implementation of the RTP would result in substantial soil erosion or slope instability.

Impact Analysis

Slope Instability. Steep slopes and unstable geologic conditions found in certain areas of the county are susceptible to movement and erosion, especially where affected by roadway construction related cut- or fill-slopes. Roadway projects have the potential slope stability impacts, especially if unstable slopes are exposed or if fill is added. Slope failures can result in sediment deposition into streams and wetlands. Ongoing repair of unstable slopes may result in a continuing need to excavate and store material.

Erosion. Erosion can occur both during and after construction if short- and long-term erosion control techniques are not implemented. During construction, weather conditions, material type, slope steepness, and erosion control technique can influence erosion hazards. The effectiveness of long-term erosion control techniques can have the most effect on post construction erosion hazards.

Mitigation Measures

Implementing the 2007 RTP would not cause potentially significant impacts to topography. Local plans contain measures to reduce impacts, including the following policy.

Crescent City General Plan Policy 7.C.5. The City shall require that a geologic investigation be made by a registered geologist, engineering geologist, or Registered Civil Engineer for all proposals in landslide potential areas and development on sloped greater than 20 percent, including road construction.

In addition, the City and County follow policies to control instability and minimize other topographical impacts. Caltrans also has environmental programs to control these potential impacts. These measures will reduce transportation system impacts to a less than significant level.

GEOLOGY

The RTP would have a significant impact to geologic resources if planned regional transportation projects, such as roadways, resulted in significant degradation of geologic resources, or were placed in areas of known instability.

Impact Analysis

Seismicity and Liquefaction. Faults and liquefaction zones are found in a number of areas in Del Norte County and are factors to be considered in maintaining existing and planning future transportation projects. Facilities, such as roadways, bridges, transmission lines, and pipelines, located near faults or in a liquefaction zone, can be damaged as a result of a seismic event.

Mitigation Measures

Implementing the 2007 RTP would not cause potentially significant geological impacts. Local plans contain measures to reduce impacts, including the following policy.

Crescent City General Plan Policy 7.B.6. In order to minimize risks, the City should periodically inspect and improve new public roads, bridges, and overpasses should be designed to the most current seismic design criteria, and existing bridges.

In addition, the City and County follow policies to control development in areas of known instability. Transportation system impacts on geological resources, resulting from 2007 RTP implementation are considered less than significant.

BIOLOGICAL RESOURCES

The RTP would have a significant impact to biological resources if planned regional transportation projects resulted in substantial interference with the movement of resident or migratory fish or wildlife species; substantial effect (loss) to a rare or endangered species or the species' habitat; or substantial diminishment of plant, fish or wildlife habitat

Impact Analysis

A potentially significant biological impact is one that negatively affects nesting or rearing habitat, reproduction, migration corridors, food sources, species, or reduces a species to a level such that it cannot sustain itself. Projects built at or near sensitive habitat areas could disturb existing plant life on specific sites; lead to the removal of native vegetation on undeveloped

areas; and introduce non-native grass, bushes, trees and other landscape materials. RTP projects may disturb or damage endangered and sensitive plant species, and in turn, lead to the destruction of animal habitats.

Fisheries Impacts. Salmonid migration can be impacted by road and rail stream crossings. Alterations to instream habitat can be caused by road/rail construction or reconstruction encroaching into the stream corridor. Improperly designed waterway road or rail crossings can behave as complete or intermittent barriers to both upstream and downstream migration of juvenile and adult fish.

Sediment contributions from crossing failures, slope failures, and more erosive runoff increase turbidity, which negatively affects fish health. Clearing of riparian vegetation or construction of rock slope protections without vegetative cover can contribute to increased water temperatures, which also negatively affects fish health.

Mitigation Measures

Implementing the 2007 RTP would not cause potentially significant biological impacts. Local plans contain measures to reduce impacts, including the following policy.

Policy 6.D.1 The City shall support preservation, restoration, and enhancement of the habitats of state or federally listed rare, threatened, endangered, and/or other special status species.

In addition, the City and County follow policies to protect biological resources and minimize other biological impacts. Caltrans also has environmental programs to control these potential impacts. Transportation system impacts resulting from 2007 RTP implementation are considered less than significant level.

LAND USE & POPULATION

The RTP would have a significant land use impact if its implementation would conflict with adopted land use plans in the region, or if it includes planned improvements that would displace established communities.

Impact Analysis

The RTP plans improvements for the mobility of goods and people, consistent with planned growth in the region. These improvements are based on projected land uses in adopted land use plans, including Del Norte County and Crescent City General Plans. Residential, commercial and other developed land uses would not be displaced by transportation facilities programmed in the RTP. No increase in housing demand, beyond that already projected for the region in these plans, is anticipated. The potential land use impacts are therefore considered less-than significant.

CIRCULATION

TRANSIT

The California Environmental Quality Act does not address public transit in the environmental guidelines, however these services play an important role in the regional transportation system. An impact upon transit services would be considered significant if it resulted in future transit services becoming insufficient to meet future demand.

Impact Analysis

Transit capital improvements identified in the RTP may increase transit ridership potentially reducing auto traffic and vehicle miles of travel, and helping maintain good air quality. Replacing aging buses and vans will decrease automotive emissions. Expansion of transit routes could result in the need for more bus stops, bus shelters, or widening of roadways. Increases in rural transit, as funding allows, will help meet the needs of the transit dependent. Therefore, these impacts are regarded as beneficial.

The LTC's support of transit improvements is shown in the following policies:

- 5A.1 POLICY:** Evaluate local transit needs annually.
- 5A.2 POLICY:** Coordinate -- and where feasible consolidate -- public, social service agency, and private transit services for accessible and affordable public transportation.
- 5A.3 POLICY:** Keep service plans and evaluations up-to-date for cost-effective transit services.
- 5A.4 POLICY:** In conjunction with the City and County, consider the transportation needs of seniors, people with low income and people with disabilities when making public transportation services decisions for ADA compliance.(Supports County General Plan policies 3.B.3. and 8.C.3.)
- 5A.5 POLICY:** Pursue all available funding sources for transit services. (Supports County General Plan policies 3.B.2. and 8.C.2.)
- 5A.6 POLICY:** Give highest priority for public transit facilities and services to areas of high intensity use and/or focused commuter-employment. (Supports County General Plan policies 3.B.5. and 8.C.5.)
- 5A.7 POLICY:** Provide a safe and secure public transportation system for Del Norte County, including emergency preparedness planning, communication and coordination for transit systems, emergency responders and public agencies.

BICYCLE AND PEDESTRIAN

The California Environmental Quality Act does not address bicycle and pedestrian facilities in the environmental guidelines, however these facilities play an important role in the regional transportation system. An impact upon bicycle and pedestrian facilities would be considered significant if it resulted in requiring cyclists and pedestrians to use some other mode of transportation.

Impact Analysis

Improvement and development of more bicycle and pedestrian facilities in the County will result in reductions of auto use, improved safety for these modes, and increased outdoor recreational opportunities. In general, any capital improvements to bicycle and pedestrian facilities in the County are considered beneficial impacts for the following reasons:

- They potentially reduce the number of automobile trips, thereby reducing traffic and preserving air quality.
- They create a positive image for the city and the county.
- They encourage the use of the area's numerous scenic resources without necessitating automobile-related improvements.
- Curb-cuts make urban intersections accessible to wheelchairs and bring the city and county into compliance with the Americans for Disabilities Act.
- The pedestrian improvements programmed for the Downtown Area will improve the safety of pedestrians and cyclists using US Highway 101 in Crescent City.

The LTC's support of improvements to bicycle and pedestrian-oriented transportation is shown in the following policies:

- 5B.1 POLICY:** Promote the development of a comprehensive and safe system of commuter, recreational and touring bicycle routes connecting the region's major recreation, employment, commercial, and housing areas with existing and planned bikeways. (Supports City General Plan policy 3.C.2. and County General Plan policy 8.E.5)
- 5B.2 POLICY:** Support the construction of both pedestrian and bicycle facilities that improve accessibility, connectivity and circulation.
- 5B.3 POLICY:** Promote convenient and safe non-motorized facility improvements.
- 5B.4 POLICY:** Promote non-motorized facility improvements that meet the needs of seniors, children, low-income, and disabled users.
- 5B.5 POLICY:** Assess recreational needs as part of a strategy to secure non-motorized recreational facilities funding.
- 5B.6 POLICY:** Encourage the creation of safe, clean, and pedestrian-friendly business, commercial, and outdoor areas.

AVIATION

For the purposes of this EIR, a significant impact is one that could result in the violation of safety, air quality or noise standards within Del Norte County, or result in harm to biological, hydrological, geological or topographical resources as described above.

Impact Analysis

Increased air service can result in increased noise, glare, use of energy, and hazards to neighboring areas. Construction of new aviation facilities could result in disturbing or destroying biological resources, and also temporarily increase dust and noise during the construction process. However, these adverse impacts could be offset by the reduction in vehicle trips that would result from improved aviation services, and the lessened need for new highway construction. The County maintains an “Airport Zoning Ordinance,” which regulates and restricts establishment of flight obstructions in the vicinity of county airports.

Beneficial Impacts: Improvements to runways and lighting would result in safer take-offs and landings. Improvements to aviation facilities could attract better airline services, which in turn could result in economic improvements to the region due to its increased accessibility. Improvements to airfields would result in improved disaster response time for county, state, and federal agencies. Moreover, if airline services improved, travelers and businesses could have less need for highway-based transportation.

Adverse Impacts: Construction of new aviation facilities could result in harm to biological, hydrological, geological or topographical resources as described above. Increased air service could result in incremental increases in noise, and use of energy.

Mitigation Measures

5C.1 POLICY: Support increasing public air service to northerly, southerly and easterly connections, through maximizing Del Norte County airport capacity.

5C.2 POLICY: Support the continuation of subsidies to Del Norte County serving air carriers.

5C.3 POLICY: Support land uses and services surrounding airports that are compatible with airport activities.

Appropriate land use planning significantly decreases the impacts of noise and glare. Increased use of energy for aviation could be offset by a corresponding decrease in energy use for surface transportation. In addition, the policies cited above under Topography, Geology, and Hydrology and Biological Resources in the Del Norte County and Crescent City General Plans would mitigate potential impacts to topographical, geological, topographical, and biological resources. Project-specific environmental documentation will be required prior to any actual project development.

ROADWAYS

The RTP would have a significant circulation impact if it caused a substantial increase in traffic beyond the capacity of the regional roadway system, or if improvements to one part of the system created increases in congestion to other parts of the system, or induced growth beyond the limits stated in the County and City General Plans.

Impact Analysis

Beneficial Impacts: Short-term and long-term city street and county road projects could improve traffic problems on US Highway 101 in and near Crescent City. Planned road improvements could also improve safety. Improved flow of traffic means higher Level of Service, fewer accidents, better air quality, and less wear and tear on vehicles resulting in lower long-term energy use and pollution.

Adverse Impacts: Construction of new facilities could have a brief short-term impact due to dust and noise during the construction process.

Mitigation Measures

The 2007 RTP includes the following policies which address potential impacts on the roadways system.

- 5D.1 POLICY:** Encourage new facility and operational improvement projects that maintain and upgrade the region's existing transportation routes.
- 5D.2 POLICY:** Maintain the SAFE Call Box System.
- 5D.3 POLICY:** Support the planning and implementation of State highway operational and safety improvements. Encourage the development and monitoring of critical operational/safety improvement locations.
- 5D.4 POLICY:** Support continued local road system maintenance and improvement, with particular emphasis on arterials and collectors.
- 5D.5 POLICY:** Support highway and intermodal corridor preservation for bikeways and pedestrian trails.
- 5D.6 POLICY:** Develop improved access to the County, via US Highways 101 and 199. (Supports City General Plan policy 3.A.21 and County General Plan policy 8.A3).

The RTP plans improvements for the mobility of goods and people, consistent with planned growth in the region. These improvements are based on projected land uses in adopted land use plans, including Del Norte County and Crescent City General Plans. No increase in trip generation, beyond that already projected for the region in these plans, is anticipated. The potential roadway impacts are therefore considered less-than significant.

GOODS MOVEMENT – MARITIME & TRUCK

MARITIME

The RTP would have a significant impact if development of the Harbor and its surrounding areas were to create demands on the vehicular roadways that outstrip its planned capacity, or create unplanned growth in adjacent city areas.

Impact Analysis

Development of the Harbor is proceeding under the auspices of the Crescent City Harbor District, which has created a Draft Management Plan. The Draft Management Plan does not contain project-specific information, other than maintaining and upgrading already existing facilities. Actions planned in the RTP involve interfacing regional traffic circulation with vehicular traffic generated by the Harbor, and making the Harbor area more accessible to bicyclists and pedestrians. These impacts have been addressed above, in the Roadways and Bicycle/Pedestrian sections of this document. Long term plans of the Harbor District include possibly constructing a Coast Guard search and rescue facility.

Beneficial Impacts: Rehabilitating the docks could make the harbor safer and more attractive to both commercial and recreational users, and also improve its aesthetic qualities. Improving harbor emergency plan could result in improved disaster response time for local, state and federal agencies. Building a Coast Guard search and rescue facility could result in improved safety for all commercial and recreational vessels.

Adverse Impacts: No specific adverse impacts are identified at this time. Integration of the Harbor's needs with transportation regional needs is addressed by the following mitigations:

Mitigation Measures

- 5E.1 POLICY:** Encourage agencies responsible for the harbor and its development to consider the needs of the users when improving the facilities.
- 5E.2 POLICY:** Support the Crescent City Harbor District's efforts to implement their 2006 Master Plan.
- 5E.3 POLICY:** Recognize that dredging the harbor is the key to maintaining the ability to move goods through the harbor.

TRUCK

The RTP would have a significant impact if it resulted in an increase in truck traffic sufficient to lower the Level of Service or increase the accident rates on the regional roadway system.

Impact Analysis

All of the highway, street, and road improvements listed in the RTP will also facilitate the movement of trucks in Del Norte County and Crescent City. Therefore no adverse impacts can be foreseen as a result of the RTP.

The LTC's support of improvements to transportation of goods by truck is shown in the following policy:

5E.4 POLICY: Encourage and partner with Caltrans to meet the needs of local shippers, and businesses moving freight by truck, when planning truck routes in and out of the County.

RECREATIONAL TRAVEL

The California Environmental Quality Act does not address recreational travel facilities in the environmental guidelines, however these facilities play an important role in the regional transportation system. An impact upon recreational travel would be considered significant if it resulted in future recreational travel facilities becoming insufficient to meet future demand.

Impact Analysis

All of the highway, street, and road improvements listed in the RTP will also facilitate recreational travel in Del Norte County and Crescent City. Therefore no adverse impacts can be foreseen as a result of the RTP.

The LTC's support of improvements to recreational transportation is shown in the following policies:

5H.1 POLICY: Develop a system of interconnected pedestrian, equestrian, and bicycling trails, and public transit suitable for active recreation, transportation, and circulation (Supports City and County General Plan goals 5.B. and 5.C. respectively).

5H.2 POLICY: Support the development of designated trails and related visitor-serving uses at the Crescent City Harbor (Supports Harbor District Master Plan).

PIPELINE & TELETRANSPORTATION

PIPELINE

The California Environmental Quality Act does not address utility pipelines in the environmental guidelines. The need for additional pipelines has not been identified in the RTP, nor are any additional pipelines planned. However, the LTC's support of pipeline improvements is shown in the following policy:

5F.5 POLICY: Encourage the undergrounding of new or relocated utility lines.

TELETRANSPORTATION

The California Environmental Quality Act does not address teletransportation in the environmental guidelines. The teletransportation improvements mentioned in the RTP are considered beneficial because they could reduce the number of vehicle trips and improve the economy of the region. LTC's support of teletransportation is documented by the following policies:

- 5F.1 POLICY:** Support funding for teletransportation projects that create trip reduction and increased productivity benefits.
- 5F.2 POLICY:** Support agency, resident, and business education, regarding the benefits of teletransportation as an alternative to traditional surface transportation.
- 5F.3 POLICY:** Promote local teletransportation infrastructure improvements and coordination, for resident, business, visitor, and public agency access.
- 5F.4 POLICY:** Support the development and maintenance of teletransportation infrastructure improvements.

TRANSPORTATION SYSTEM MANAGEMENT

The California Environmental Quality Act does not address transportation system management (TSM) in the environmental guidelines. The TSM measures in the RTP could result in better traffic flow through signalization and other high technology monitoring techniques, reduced auto travel through employer based trip reduction programs, safety, and air quality improvements from transportation control measures such as ridesharing and compressed work weeks. Installing bicycle racks on buses will encourage intermodal transportation by making transit use compatible with bicycling. Therefore these measures are considered beneficial.

LTC's support of TSM is documented by the following policies:

- 5G.1 POLICY:** Support transportation system management implementation of low-cost improvements that enhance existing facilities or services.
- 5G.2 POLICY:** Encourage transportation improvements that emphasize multi-modal transportation use, and reduce automobile dependency and single-occupancy vehicle use.

The City supports these measures through its General Plan policies # 3.A.1, 3.A.5, 3.A.8 through 3.A.16, 3.A. 19, and 3.A.21 through 3.A.25.

By following the above referenced policies and other identified measures, potential impacts to circulation, as a result of implementing the 2002 RTP, will be less than significant.

HEALTH AND SAFETY

For the purposes of this EIR, an impact is considered significant if the implementation of the RTP would result in any of the following effects:

- Exposure of people or transportation related spills or accidental release of hazardous materials; or
- Exposure of the public or of wildlife to toxic substances used in transportation related circumstances.

Impact Analysis

Current policies used by Caltrans and the County minimize the use of herbicides on roadways. No shipping companies that transport petroleum use Crescent City Harbor, nor are there any offshore oil production facilities. The California Highway Patrol, Caltrans, and the County Sheriff's Department follow the procedures of the County's Emergency Response Plan, in case a hazardous material is spilled on the local roadway system. Any roadway improvements that reduces the risk of traffic accidents also reduces the risk of hazardous spills. Therefore the RTP can be considered beneficial to public health and safety.

LTC's support for these improvements to public health and safety is demonstrated by the following policies:

5D.2 POLICY: Maintain the SAFE Call Box System.

5I-C POLICY: Integrate land use, transportation, & air quality planning, to make the most efficient use of public resources and create a healthier environment. [County General Plan Goal 3.C.]

Implementing the 2007 RTP would not cause potentially significant health and safety impacts. Local plans contain measures to reduce impacts, including the following policies.

Crescent City General Plan Policy 7.F.5. The City shall work with Highway Patrol to limit the movement of hazardous wastes to approved routes within the Crescent City Planning Area.

Crescent City General Plan Policy 2.B..5 In order to minimize risks, new public roads and bridges should be designed to the most current seismic design criteria, and existing bridges should be periodically inspected and improved.

The potential health impacts are therefore considered less than significant.

NOISE

A significant noise impact is one where noise levels at the receptor or measurement point exceed established standards or there is a perceptible increase in ambient noise levels. Exposure of noise sensitive uses (residences, schools, libraries, hospitals, medical care facilities, nursing

homes) to high noise levels is also considered a significant adverse impact. For airport noise, 60 dB CNEL is the threshold of significance for adjacent residential uses.

For the purposes of this EIR, a significant impact is assumed if adoption or implementation of development as presented in the RTP would result in any of the following effects:

- exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; or
- substantial permanent, temporary, or periodic increases in ambient noise levels in the project vicinity above existing levels without the project.

Impact Analysis

The potential noise impacts include short-term noises related to demolition and construction activities and long-term impacts related to increases in travel volumes. Traffic-related noise is expected to increase due to projected increases in population and recreational travel in the County but will generally be incremental and imperceptible over the long term. Noise levels due to automobiles and heavy trucks are generally dependent on speed, traffic volume and distance from the roadway. An increase in air service will result in an increase in aviation-caused noise.

Mitigation Measures

Implementing the 2007 RTP would not cause potentially significant noise impacts. Local plans contain measures to reduce impacts, including the following policies.

- Require mitigations if transportation-caused noise exceeds certain levels
- Discourage noise-sensitive development near noisy transportation corridors
- Encourage the development of runways at McNamara Field which will channel approaching aircraft away from populated areas.

The County's General Plan contains similar policies. The potential noise impacts are therefore considered less than significant.

PUBLIC SERVICES AND ENERGY

The potential impact to public services would be significant if planned improvements exceeded existing or planned capacities for the region, or if projected energy consumption exceeded existing or planned supplies, or delivery system capability. These public services include:

- Waterlines, wells, and groundwater supplies
- Wastewater systems
- Storm drainage systems
- Solid waste disposal services

- Law enforcement
- Fire protection
- Parks
- Gas and electric lines and facilities
- Schools
- Hospitals

Impact Analysis

The RTP plans improvements for the mobility of goods and people, consistent with planned growth in the region. These improvements are based on projected land uses in adopted land use plans, including Del Norte County and Crescent City General Plans. These General Plans include increased demand for public services in their projections, therefore the RTP will not cause any additional demand for public services over that already addressed in these General Plans.

Road construction could result in a temporary increase in energy used. A long term impact could result from an increase in traffic, since more vehicles on the road require more gasoline or diesel fuel. Likewise, an increase in air traffic would result in an increase in aviation fuel.

Mitigation Measures

The policies described in the TSM section above help reduce the impact of increased energy use by encouraging practices that reduce the use of single-occupant vehicles.

CULTURAL RESOURCES

A potentially significant impact to cultural resources is one where paleontological, archaeological or historical sites, assessed as significant, are damaged or destroyed.

Impact Analysis

Road and highway construction, reconstruction and maintenance activities where earthmoving or dredging occur have the potential to disturb or destroy recorded and unrecorded cultural resources. Paleontological and archaeological resources are vulnerable to excavation activities by which valuable stratigraphic information can easily be lost. Historic resources still in use (bridges, road corridors, structures) could potentially be altered or lost due to seismic retrofitting and transportation corridor widening. No new roadway projects are addressed in the 2007 RTP that may result in transportation improvements in new areas with known cultural resources.

Mitigation Measures

Both the City of Crescent City General Plan and Del Norte County General Plan contain measures to protect cultural resources. Potential impacts to cultural resources due to implementation of the RTP are considered less than significant during the course of planning and

implementation period and no mitigation beyond that already in place through local plans is required.

AESTHETICS

Aesthetic impacts would be significant if implementation of the RTP substantially degraded the existing visual character or quality of the aesthetic natural, cultural or biological resources present within the county or created a new source of substantial light or glare which would adversely affect the day or nighttime views.

Impact Analysis

Proposed roadways and roadway widening projects will not result in major changes in views or visual quality of the County. Lighting impacts are also expected be minimal. The City's support of aesthetic resources is demonstrated by Policies 5.E.6 and 5.E.8 from the City General Plan. These policies name US Highway 101 North and South to be scenic gateways, and will require architectural review, removal of overhead utilities, landscaping and sign regulations, and develop scenic driving routes, which would link with similar County routes. These may be considered beneficial impacts.

Mitigation Measures

Both the City of Crescent City General Plan and Del Norte County's General Plan contain measures to protect visual resources. Potential impacts to these resources due to implementation of the RTP are considered less than significant and no mitigation beyond that already in place through local plans is required.

8: ENVIRONMENTAL ASSESSMENT

2000 Del Norte County
REGIONAL TRANSPORTATION PLAN
Del Norte Local Transportation Commission

An Program Environmental Impact Report (E.I.R.) for the Del Norte County Regional Transportation Plan was prepared and adopted in February, 1992 concurrently with the 1990/92 Regional Transportation Plan (RTP).

The 1994 and 1996 Regional Transportation Plans identified no significant changes from the earlier RTP. A telecommunications element was added and the Plan readopted in 1996. The 2000 Regional Transportation Plan identifies no significant changes from the 1996 update. Most changes in the document are format modifications necessary to comply with guidelines or content updates reflecting the Transportation Equity Act for the 21st Century (TEA-21) and Senate Bill 45 (SB-45). A comprehensive update of the Regional Transportation Plan is scheduled for completion during the 2000/01 and 2001/02 fiscal years. This update will meet the environmental and other requirements of the newly adopted Regional Transportation Plan Guidelines. Actions proposed in this update do not vary significantly from those identified in the 1996 update. These actions would not cause new effects to occur, nor would they require new mitigation measures, therefore:

1. Activities described in the 2000 Regional Transportation Plan are within the scope of the 1992 Program Environmental Impact Report (E.I.R.); and
2. The 1992 Environmental Impact Report (E.I.R.), functioning as a program E.I.R., adequately describes the 2000 Regional Transportation Plan activities for the purposes of the California Environmental Quality Act (C.E.Q.A.).

ENVIRONMENTAL ASSESSMENT

1992 Del Norte County REGIONAL TRANSPORTATION PLAN Del Norte Local Transportation Commission

An Environmental Impact Report (E.I.R.) for the Del Norte County Regional Transportation Plan was prepared and adopted in 1992 concurrently with the 1990 Regional Transportation Plan.

The 1992 update of the Regional Transportation Plan identifies no significant changes from the 1990 update. Most changes in the document are format modifications necessary to comply with the new guidelines. Actions proposed do not vary significantly from those identified in the 1990 update. These actions would not cause new effects to occur, nor would they require new mitigation measures, therefore:

1. Activities described in the 1992 Regional Transportation Plan are within the scope of the 1990 EIR, and
2. The 1990 EIR, functioning as a program EIR, adequately describes the 1992 Regional Transportation Plan activities for the purposes of the California Environmental Quality Act (C.E.Q.A.).

VIII. ENVIRONMENTAL ASSESSMENT

1994 Del Norte County REGIONAL TRANSPORTATION PLAN Del Norte Local Transportation Commission

An Environmental Impact Report (E.I.R.) for the Del Norte County Regional Transportation Plan was prepared and adopted in February, 1992 concurrently with the 1990 Regional Transportation Plan.

The 1994 update of the Regional Transportation Plan identifies no significant changes from the 1992 and 1990 updates. Most changes in the document are format modifications necessary to comply with the new guidelines. Actions proposed do not vary significantly from those identified in the 1992 and 1990 updates. These actions would not cause new effects to occur, nor would they require new mitigation measures, therefore:

1. Activities described in the 1994 Regional Transportation Plan are within the scope of the 1990 Environmental Impact Report (E.I.R.); and
2. The 1990 Environmental Impact Report (E.I.R.), functioning as a program E.I.R., adequately describes the 1994 Regional Transportation Plan activities for the purposes of the California Environmental Quality Act (C.E.Q.A.).

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



April 27, 1989

Ms. Elaine Weinreg
Del Norte Local Transportation
Commission
450 H Street
Crescent City, CA 95331

C 43
CRESCENT CITY

Subject: 1988 Regional Transportation Plan for Del Norte County
SCH# 89032807

Dear: Ms. Weinreg:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The state agency review period is now closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please contact Loreen McMahon or Marilyn Nishikawa at 916/445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse regarding this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David C. Nunenkamp'.

David C. Nunenkamp
Chief
Office of Permit Assistance

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

	YES OR	IF YES, IS IT
	NO	SIGNIFICANT? YES OR NO
PHYSICAL. Will the proposal (either directly or indirectly):		
1. Appreciably change the topography or ground surface relief features?	NO	
2. Destroy, cover, or modify any unique geologic or physical features?	NO	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO	
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	NO	
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO	
6. Result in an increase in the rate of use of any natural resource?	NO	
7. Result in the substantial depletion of any nonrenewable resource?	NO	
8. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	NO	
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	NO	
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	NO	
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO	
12. Result in the use of water in large amounts or in a wasteful manner?	NO	
13. Affect wetlands or riparian vegetation?	NO	
14. Violate or be inconsistent with Federal, State, or local water quality standards?	NO	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	NO	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	NO	
17. Result in the creation of objectionable odors?	NO	
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	NO	
19. Result in an increase in noise levels or vibration for adjoining areas?	NO	
20. Result in any Federal, State, or local noise criteria being equal or exceeded?	NO	
21. Produce new light, glare, or shadows?	NO	

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

BIOLOGICAL. Will the proposal result in (either directly or indirectly):	YES OR NO	IF YES, IS IT SIGNIFICANT? YES OR NO
22. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants)?	No	
23. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?	No	
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	No	
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?	No	
26. Removal or deterioration of existing fish or wildlife habitat?	No	
27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	No	
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique threatened or endangered species of animals?	No	
29. Introduction of new species of animals into an area, or result in barrier to the mitigation or movement of animals?	No	
SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):		
30. Cause disruption of orderly planned development?	No	
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	No	
32. Be inconsistent with a Coastal Zone Management Plan?	No	
33. Affect the location, distribution, density, or growth rate of the human population of an area?	No	
34. Affect life-styles, or neighborhood character or stability?	No	
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	Yes	No
36. Divide or disrupt an established community?	No	
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	No	
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	No	
39. Affect property values or the local tax base?	No	
40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	No	
41. Affect public utilities, or police, fire, emergency or other public services?	No	
42. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	Yes	No

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

	YES OR NO	IF YES, IS IT SIGNIFICANT? YES OR NO
43. Generate additional traffic?	NO	
44. Affect or be affected by existing parking facilities or result in demand for new parking?	NO	
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	NO	
46. Result in alterations to waterborne, rail or air traffic?	NO	
47. Support large commercial or residential development?	NO	
48. Affect a significant archaeological or historic site, structure, object, or building?	NO	
49. Affect wild or scenic rivers or natural landmarks?	NO	
50. Affect any scenic resources or result in the obstruction of any any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO	
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	NO	
52. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?	NO	

MANDATORY FINDINGS OF SIGNIFICANCE.

	YES OR NO
53. 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, 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?	NO
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO
55. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual 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. It includes the effects of other projects which interact with this project and, together, are considerable.	NO
56. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	NO

DEL NORTE
LOCAL TRANSPORTATION COMMISSION

NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code
Division 3, California Government Code

DESCRIPTION

An administrative action for the adoption of the 1988 REGIONAL TRANSPORTATION PLAN FOR DEL NORTE COUNTY. State Government Code 65080 et seq. requires each regional transportation planning agency (RTPA) to prepare and adopt a regional transportation plan every two years. The Del Norte Local Transportation Commission (LTC) is the designated RTPA responsible for regional transportation activities for Del Norte County and Crescent City, including preparation of the Regional Transportation Plan.

The 1988 Del Norte County Regional Transportation Plan includes Policy, Action, and Financial Elements which consider all transportation modes in Del Norte County, including State highways, County roads, and City streets, non-motorized transportation, air transportation, and transit. The Policy Element describes regional goals, objectives, and policies to guide transportation development in the Region. The Action Element includes a discussion of needs and a short-range plan for development of each mode. The Financial Element includes information of funding sources, anticipated revenues, and the anticipated expenditures associated with implementation of the short-range plan in the Action Element.


DETERMINATION

The Action and Financial Elements of the Regional Transportation Plan in Del Norte County are essentially a compilation of the capital programs of the County, the City, the Harbor District, and Caltrans. General policy direction is included in the Policy Element, but the LTC is not the implementing agency for any of the projects included in the Regional Transportation Plan, nor does the LTC have approval authority or control the funding for transportation improvements except for public transit programs. Policy and Technical Advisory Committees include representatives from Caltrans, City, and County staff to assure the regional planning process is cooperative and coordinated. In addition, citizen participation is encouraged. A formal public hearing will be held on the 1988 Regional Transportation Plan prior to its adoption by the LTC.

In the transit area, the LTC is responsible for administration of the Transportation Development Act which provides funds for development and operation of public transportation services. As

each individual project is developed, the Lead Agency will be required to evaluate the effects on the environment, assure adequate coordination, and prepare appropriate environmental documentation. The Regional Transportation Plan in no way mandates any Lead Agency to implement a project which may have a significant adverse effect on the environment. Should the Lead Agency determine that a project may have significant adverse effects, it will be their responsibility for determining whether or not to proceed with the project, and to provide all necessary mitigation.

On the basis of this evaluation, it is determined that the appropriate environmental document for the 1988 Del Norte Regional Transportation Plan is a Negative Declaration. The Regional Transportation Plan, of itself, will not have a significant effect upon the environment.

X 

Peter Mann, Chairman
Local Transportation Commission

3/13/89
Date _____ X